

DERBY SENSATION.

SUSTAINED OBJECTION IN THE GREAT RACE.

WOMAN BRINGS DOWN THE KING'S HORSE & INJURES JOCKEY.

[Reuter's Service To The "Telegraph."]

This year's Derby will go down to history as the most sensational since its inception.

London, June 4.

There are indications of fine, warm weather for Derby Day. Crowded trains and a constant stream of motor-cars, motor omnibuses, horse vehicles, and costers with their donkey "shays," wend their way to Epsom.

Their Majesties the King and Queen will go by train. They will proceed to Epsom Downs station and drive to the course in open carriages. Regret is expressed that His Majesty has no better candidate for the Blue Riband of the Turf than Anmer, whose chance is regarded as very poor.

Anmer, bringing the horse and the jockey (H. Jones) down. Jones was injured and was removed from the course on a stretcher.

The woman was terribly mangled and it is reported that she is dead.

Earl, the jockey who rode Agadir, says a woman crouching under the rails hurled herself at Anmer, which struck her like a cannon ball and flung her some yards along the turf. The doctor says it is impossible to say for some hours whether the woman, who is named Davison, will survive.

Two cinematograph operators have secured pictures of the woman's rush.

Radiant Lame.

Owing to lameness, Radiant did not face the starter.

[It is fairly evident from the way the Derby was run that young Piper was given instructions to ride Aboyer similar to those given to that brilliant Irish jockey, Thompson, when he rode Berni to victory in the Cambridge shire and defeated the redoubtable Tod Sloan, and, by the way, sealed for ever the latter's connection with the English Turf. Piper, like Thompson, has evidently made every post the winning post and further belated good care that at the "elbow," for so is the great Tattenham Corner known to jockeys, he has not run wide and allowed Reiff to get the advantage which well judged negotiation of the corner means. According to the description to hand, Reiff was lying third at this point, and no doubt, was awaiting the mistake he was in the hope of Piper making. No doubt, too, the pet of the French turf felt that long before the distance post was reached Aboyer would have felt the strain of leading a cracking pace from the ascent of the barrier. Piper here has shown good judgment and hands. He has kept his mount in the good humour that means so much in a finish and has worried Reiff into making an effort that sent care and caution to the winds with the winning post and his opponent the only objects realisable to his vision. Desperation has, apparently, produced that carelessness that the Stewards of the English Jockey Club will never tolerate either from gentleman rider or stable-boy, and they have meted out the punishment which the sin carries in its wake. There is not the slightest doubt that Reiff never, thought for a moment of taking an undue advantage of Piper and has fallen in the swirl of excitement which few mortals could withstand under such fiercely combative circumstances. Any advantage through superior horsemanship, or judgment at the bends, by which position is secured, would have reflected to the credit of the jockey taking it, but any advantage, accidental or otherwise, that is not straight and above board, will, and must be punished, even to the extent of warning the greatest favourite of the pigskin from the turf if needs be, if English racing is to maintain the standard which makes it the envy of the sporting world. Reiff is still young, there are many Derbys to come, and it is to be hoped that before long he will once more enjoy the sensation of being led into the Epsom enclosure the rider of the winner of the greatest horse-racing event in the world. Reiff commenced to ride in England in 1900 and Piper in 1907. In 1908 he was up on Longcroft, third in the Lincoln.]

Later.

The race resulted as follows:—

Craganour (J. Reiff)	1
Aboyer (Piper)	2
Louvois (Saxby)	3
Great Sport (Stern)	4
Agadir (Earl)	5
Aldegonde (Ballhouse)	6
Bachelor's Wedding (Donoghue)	7
Day Comet (Whalley)	8
Jameson (Wheatley)	9
Nimbus (Henry)	10
Prue (Maher)	11
Sun Yat (W. Huxley)	12
Shogun (Wootton)	13
Sandbur (Jellis)	14
Anmer (H. Jones)	15

Betting.

The betting was as follows:—
6-4 Craganour, 100-1 Aboyer and 10-1 Louvois.

Fifteen ran.

Craganour won by a head, a neck separating second and third.

The Race.

From a good start Aboyer led from Aldegonde, Craganour, Nimbus and Louvois. After traversing six furlongs, Aboyer was still leading with Craganour second. Rounding Tattenham Corner, Aboyer was still the pioneer, followed by Shogun and Craganour. Close to home Craganour challenged the leader and won an exciting race by a head. Time 2min. 37 3/5 secs.

Objection Sustained.

An objection to Craganour for bumping was sustained, and the race was awarded to Aboyer. Great Sport, ridden by Stern, becomes third. The corrected result is therefore:—

Aboyer (Piper)	1
Louvois (Saxby)	2
Great Sport (Stern)	3

A later message states that Mr. Cunliffe, the owner of Aboyer, declined to lodge an objection, but the official stewards objected to the winner on the ground that the second horse was jostled.

After hearing the evidence of the judge and several jockeys who were riding in the race, they found that Craganour did not keep a straight course, but interfered with Shogun, Day Comet and Aboyer and bumped and bored the second horse.

The stewards state that they did not disqualify Craganour because of bumping; that took place during the last half furlong; but because they were satisfied that Reiff unduly interfered with the other horses during the greater part of the race.

They also wish it to be known that "All right" was not officially called, but was done by an irresponsible person at the weighing-room door.

An Astonishing Incident.

An astonishing incident occurred during the race. A woman rushed on to the course, seized the bridle of the King's horse,

TELEGRAMS.

DERBY SENSATION.

A SUFFRAGIST'S ACT.

Reuter's
[Service to the "Telegraph."]
London, June 4.

The incident by which the woman Davison brought down the King's horse created a tremendous sensation. The woman is now lying in Epsom Cottage Hospital, having sustained most serious injuries to her head.

Under her jacket, around her waist, was a suffragist flag. The name of Emily Davison was on her clothing. She is a graduate of London University. She is between 30 and 40 years of age and has been imprisoned several times for suffragist offences, including striking a Baptist minister at Abbeystead in mistake for Mr. Lloyd George.

It appears that she ran out from the crowd and got in front of Anmer. She did not grasp the bridle, but held up her hands and the horse turned a somersault, falling on its jockey.

The woman was hurled to the ground, and when the horse recovered itself Jones's foot was still in the stirrup, and he was dragged a few yards.

His Majesty immediately enquired as to the jockey's condition and the doctors reported that Jones was suffering from slight concussion, but that no bones were broken, though his left arm was somewhat badly injured.

Their Majesties, on driving back to Buckingham Palace from Epsom were sympathetically cheered.

Another Accident.
There was another accident in the race after the Derby. Mr. Leopold Rothschild's horse Felizardo fell and had to be destroyed, the crack jockey, Whalley, being hurt.

Betting.
The betting in the case of Great Sport was 20 to 1 against.

BRITISH POLO TEAM.

ANOTHER BIG VICTORY.

London, June 4.

The British polo team, in a trial game at Meadowsbrook against the American runners-up, defeated their opponents by 13 goals to 4.

THE SALT GABELLE.

SIR R. DANE LEAVES FOR CHINA.

London, June 4.

Sir Richard Dane has left for China to take up the position of Administrator of the Salt Gabelle.

HOME CRICKET.

London, June 4.

Surrey beat Hampshire at the Oval by an innings and 40 runs. Kent and Yorkshire drew at Bradford.

Northamptonshire beat Warwickshire at Birmingham by five wickets.

LIBERALS' DISCRETION.

NOT TO CONTEST WANDSWORTH.

London, June 4.

The Liberals have decided not to contest Wandsworth, where a bye election is necessitated by the retirement of Sir Henry Kimber. At the last election Sir Henry Kimber's majority was 4,814.

TELEGRAMS.

HUNGARIAN POLITICS.

UPROAR IN PARLIAMENT.

Reuter's
[Service to the "Telegraph."]
London, June 4.

Reuter's correspondent at Budapest states that there was a furious uproar in Parliament to-day, the Opposition Deputies showering opprobrious epithets on the Premier, Dr. von Luckacs, and on Count Tiza. The Ministerialists responded, whereupon the Parliamentary Police arrived and ejected some of the members.

Eventually the Premier announced the resignation of the Government, and the Opposition left the Chamber denouncing Count Tiza as a coward and a murderer.

BALKAN AFFAIRS.

GREECE AND BULGARIA AGREE.

London, June 4.

According to a telegram from Salonika, an agreement has been reached between Greece and Bulgaria, establishing a neutral zone with a view to averting further conflicts.

Bulgarian Crisis Pending.
It is reported in Vienna that the Bulgarian Cabinet had resigned in connection with Sarvia's attitude, but a crisis is not expected before the return of Dr. Danoff.

Financial Commission Opens.
Reuter's Paris correspondent states that M. Pichon opened the Financial Commission which is to settle questions arising out of the war. He welcomed the delegates and expressed the hope that the Conference would be successful in promoting the economic interests both of the late belligerents and of the Powers. The Commission adjourned until the 9th inst.

ANGLO-GERMAN AMITY.

THE BERLIN VISIT.

London, June 4.

Reuter's Berlin correspondent says that at a dinner on King George's birthday, Sir William Gorden, British Ambassador, in proposing the toast of "The Kaiser," referred to the latter as the friend of England. In toasting King George, Sir William said he had it from their Majesties' own lips that the left Berlin full of happy, grateful thoughts. They were profoundly touched by the affectionate kindness and consideration of their Imperial hosts, and the cordiality and goodwill of the population. The visit was an immense success and could not have been better timed, when the Powers had a breathing space after a difficult and anxious time, and when Great Britain and Germany were spontaneously co-operating for the maintenance of the peace of Europe.

MANSION DESTROYED.

WORK OF SUFFRAGISTS.

London, June 4.

The suffragists have burned down an unoccupied mansion near Bradford-on-Avon. The damage amounts to £14,000.

TELEGRAMS.

BIRTHDAY REVIEW.

AEROPLANES PARTICIPATE.

Reuter's
[Service to the "Telegraph."]
London, June 4.

At the Birthday Review at Aldershot, a troop of aeroplanes participated, twelve flying past the saluting base.

OBITUARY.

LORD RENDEL.

London, June 4.

The death of Lord Rendel is announced.
[The deceased, formerly Mr. Stuart Rendel, was the first Baron, the title being created in 1894. Formerly he was a member of the firm of Sir W. Armstrong and Co., and from 1880 to 1894 was Liberal M.P. for Montgomeryshire. Deceased, who was a widower, leaves no heir.]

CONSPIRACY CHARGE.

PORTUGUESE LADIES ACQUITTED.

London, June 4.

Reuter's correspondent at Lisbon reports that a court martial has acquitted two ladies, Brita Cunha and Catherine Linhares, as well as Lieut. Schari Alegro and four others, of the charge of Monarchist conspiracy.

PHOTOGRAPHY REVOLUTIONIZED.

Films, Plates and Dark Room said to be Unnecessary.

Mr. Edmond F. Stratton, of New York City, has invented a camera that takes and completes pictures ready to see in two minutes, says an American contemporary. It does away with the expense of buying films or plates and the trouble, expense and delay of having them developed and pictures printed by a photographer. The camera has a fixed focus lens and there is no delicate focusing mechanism to get out of order or for you to learn to operate.

This camera, which is called the Gordon Camera, is being manufactured by the Gordon Camera company, 1708 Stuyvesant building, New York, N. Y.

The sensitized cards are wrapped for daylight loading, and the powders make the developing solution to be put into the developing tank, which is inside the camera. Model A is 5x8. 1-2x9 inches in size, and weighs 2 lbs. 4 oz. Model B—6x9x10 inches—weight 2 lbs. 14 oz. Model C, 9x9x10 inches—weight 3 lbs. 7 oz.

The cost of taking pictures with the Gordon camera is almost nothing in comparison to all other cameras. Extra sensitized cards (2. 1-2x3. 1-2) can be bought for 1. 1-2 cents each (3. 1-4x5 1-2 for 3 cents), and 10 cents worth of developer will develop over 40 pictures. The Gordon Camera sells flash light lamps for 80 cents, which will enable you to take pictures at night in your own parlour or out of doors.

The operation of this new camera is so simple that any little boy or girl can easily take pictures, with it after reading the directions sent with each one, on the subject.

TELEGRAMS.

THE BELFAST SEIZURE.

TORY "STAGE TRICK"

Reuter's
[Service to the "Telegraph."]
London, June 4.

The rifles seized by the Customs at Belfast numbered 2,000. They are of a modern pattern, and of foreign make. They were consigned vaguely to order; hence the Customs officers opened the boxes. Technically, the arms are not seized, as there is no authority for detaining arms legitimately consigned to anyone in Ireland, but they are detained, because they were wrongly described. There is no information as to the consignees.

The news occasioned a sensation in Belfast, a crowd rushing to the docks. It is believed that the authorities had received information of the consignment, and the Liberal papers say it is a "Tory stage trick."

SINGAPORE'S TRADE.

A Good Increase Recorded.

The returns of imports and exports for the quarter ended March 31st are now published, says the "Singapore Free Press." The figures do not include trans-shipment trade. Both seaborne and rail trade are included, except the figures of rail traffic between Penang and the F. M. S., which are inserted in the annual returns only. The summaries show the following:—

Imports	1st Q. 1913
Singapore	\$82,047,840
Penang	\$8,733,745
Malacca	2,276,453
Total	115,058,138

This is an increase of \$12,713,755 for Singapore (over twenty per cent.); the other Settlements showing a small increase. Rice is one of the articles of largest increase, \$3 millions; provisions \$250,000; apparel also about \$250,000; tobacco \$300,000; tin ore over \$6 millions, as was to be expected from the good price maintained, though the quantity also shows the substantial increase of 50,000 piculs—twenty per cent. on last year. Coal and copra imports show normal receipts, but para rubber has increased in weight from 8,413 to 19,034 piculs; and in value from two millions to four. Petroleum has fallen off, but rattans have almost doubled, and the imports amount to about \$160,000 in the quarter—quite a respectable trade. Cotton goods had rather a brisk time going up from \$6,381,000 to \$9 millions.

Exports	1st Q. 1913
Singapore	\$65,266,544
Penang	27,975,308
Malacca	3,847,538
Total	97,089,388

The increase is \$12,259,139, that is about 14 per cent. Here again Singapore is responsible for the greatest increase—another 20 per cent. The deduction is that trade in Singapore during the first quarter of 1913, was very brisk, the figures almost entirely accounting for the general increase in trade.

New "Royal" Orchid.
A new orchid, which took six years to produce, has been named the "Princess Mary" (*Otodoxium crispum*). Bearing claret markings on pure white petals, with a yellow crest, it was exhibited last month by Messrs. W. Bull and Sons, Chelsea.

No Smoking in Theatres.
At a special meeting of the Society of West End Theatre Managers, a resolution against the proposal to allow smoking in their theatres was carried with but one dissentient. The meeting was a representative one, and the managers opposed to the proposed innovation were very emphatic on the subject.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The death is reported of Lord Rendel.

The Liberals will not contest Wandsworth bye-election.

A troop of airships participated in the Birthday Review at Aldershot.

Suffragists have burned down a £14,000 unoccupied mansion near Bradford-on-Avon.

During the Derby a woman rushed out to the King's horse and was terribly injured.

The Financial Commission to settle questions arising out of the Balkan War has opened in Paris.

The British Polo Team in a trial match with the American runners-up won by 13 goals to 4.

Greece and Bulgaria have agreed on the establishment of a neutral zone with a view to averting further conflicts.

The rifles seized by the Belfast Customs numbered 2,000; Liberal papers describe the affair as a Tory "stage trick."

There have been "scenes" in the Hungarian Parliament, the police having to interfere and eject some of the members.

At a dinner in Berlin on King George's Birthday, the British Ambassador referred to the Kaiser as the friend of England.

Two ladies, a Lieutenant and four others, have been acquitted by a Lisbon court martial on a charge of Monarchist conspiracy.

The Derby yesterday was a most sensational event, Craganour, who came in first, being disqualified. The race was awarded to Aboyer.

LOCAL.

Some interesting letters to the editor are published in this issue.

A report of yesterday's meeting of the Sanitary Board appears to-day.

In the Hongkong Hotel case judgment was given for the defendants.

A special article dealing with the Derby sensation appears on another page of this issue.

An interesting situation regarding the salving of the Nippon has arisen and is reported in to-day's issue.

DON'T FORGET.

TO-DAY.

Victoria Theatre 9.15 p.m.
Byssack's Circus, Causeway Bay, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Byssack's Circus, Causeway Bay, 9.15 p.m.

SATURDAY, JUNE 7.

Cherniavsky Trio, City Hall, 9.15.
U. S. R. O. Gymkhana.

MONDAY, JUNE 9.

Auction of Crown Land, P. W. D. 3 p.m.

WEDNESDAY, JUNE 11.

Extraordinary general meeting, 4 p.m.

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H. HAYNES,

Manager.

Hongkong, 1st Aug., 1912. [55]

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Hongkong 1st Feb., 1912. [182]

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no thin segments to lose off.

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MANILA

OFFICE

78, ESCOLT

OUR CONTEMPORARIES.

China Mail.

Commercial Propagandism in
China.

It is difficult in a matter which
so directly affects the profits of any
concern to drive home the lesson
that in this case, above all others,
the greater includes the less.
National credit is conducive
to the advance of each firm
within the nation. What is
primarily necessary in all com-
petition in foreign markets is
establishment of national reputa-
tion, because the fact that the
goods are British filters into the
minds of the foreigner far more
readily and quickly than the fact
that the goods are from Smith,
Jones, or Robinson, or even Mac-
donald. The Germans have
long since given effect to this
truism, and their propagandism is
much more national because col-
lective. In is more influential,
too, for in addition to its compre-
hensive appeal, there is the fact
that a combination can make a
better showing for a given expen-
diture than can many individuals
together spend the same amount,
but who act independently.

South China Morning Post.

The Marconi Investigations.

The Ministers who have been
castigated in the columns of the
public press for months past have
only themselves to blame if for a
moment their public character
and life have been endangered.
We have for many years taken a
pride in the purity of the public
life of great Britain. There was
cause to be proud of the fine
records of most of the men who
have devoted their lives to the
public weal, and the national con-
science—always sensitive—was
stirred when critics insisted that
ministers of the present Govern-
ment had sought to profit by
knowledge gained in their public
capacity. It was almost unthink-
able that such a state of affairs
had come to pass in British
politics, particularly by men who
are in receipt of "fat" salaries.
However, it is gratifying to
learn that the proofs adduced only
showed errors of judgment, and
that no charge of corruption could
be maintained. It will be a salve
to the consciences of many, but
the revelations and the lesson
will have a strong effect upon any
one who would sacrifice public
honour for private gain. The
of Ministers of State should be
above suspicion.

Daily Press.

The Chinese Situation.

There have been many evid-
ences lately in China of a grow-
ing recognition of the fact that
the political parties so far from
furthering the interests of the
country by their lamentable ex-
hibitions of ineptitude in the
Legislative Chambers of the
country, are destroying public
confidence, in the stability of
the Government and creating
wide-spread fear of civil
war—a state of uneasiness
which is plainly manifested in the
present state of the trade of the
country. Consequently the mer-
chants are protesting. The united
Chambers of Commerce last month
published a notable appeal to the
political *tang*s to cease their in-
triguing and bickering, and
to co-operate in efforts to main-
tain peace and order through-
out the country, as being the
only sure basis of progress and
prosperity and the only way to
preserve the integrity of the
country. The commercial classes
clearly perceive the dangerous
drift of the tide, and it is quite
time that some effort were made
to educate the political parties up
to a true comprehension of the
situation. . . . It has been
the salvation of China so
far, that Yuan Shih-kai has
boldly exercised that power,
but it is obvious that if
the political parties continue to
exert themselves only to thwart
the President and to weaken and
destroy his authority, instead of
working with him along the only
practical lines for the good of the
State, there can be no doubt that
Mr Drummond's pessimistic pre-
dictions will speedily be fulfilled.

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Cease Firing, by Mary Johnston

Under The Black Eagle, by A. W. Marchmont.

Smugglers' Keep, by S. K. Hooking.

The Contrast, by Elinor Glynn.

A Son of The Sun, by Jack London.

Mysteries, by Wm. Le Queux.

The Temptation of Tavernake, by E. P. Oppenheim.

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GENERAL NEWS.

A Plague of Locusts.

The plague of locusts in Selangor continues for we read in the "Malay Mail":

"This morning a swarm of locusts, fully grown, appeared from the direction of Batu Caves and having dined off the young and tender shoots of trees and other appetising green stuff, flew off in search of pastures new. They were most numerous on the road leading to the Rifle Range, an adjacent rubber estate, and the M.S.V.R. Camp. Our informant could not telephone to the Agricultural Department as he was informed that their telephone was out of order."

The New King of Albania's Family.

Mr. Jaray, the author of "L'Albanie Inconnue," contributes to "Le Temps" an interesting summary of the family history of the new King of Albania. He takes us back to the middle of the fifteenth century, when Topia, Duke of Durazzo, fought under the banner of Scanderbeg. One of his brothers married Scanderbeg's sister, and his son and heir fell into the hands of the Turks after Scanderbeg's death at Alessio. One of Scanderbeg's officers followed him into captivity in order to see to his upbringing. He entered the Turkish service and became Ali Bey, the founder of the family of Topia, of which Essad Pasha is the present head.

F. M. S. Railway Development.

A number of prominent business men whom we have seen, regarding the suggested extension of the F.M.S. railway and its connection with the new Southern Siamese line, are emphatic in their opinion, says the "Pineapple Gazette," that Penang has a unique opportunity of pushing her interests and establishing her position in the commercial world, and they urge that the Chamber of Commerce should take up the matter energetically and without delay. It is gratifying to know, on the authority of Mr. J. Mitchell, the chairman of the Chamber of Commerce, that that body is fully alive to the situation and that steps are being taken to bring the views generally held in Penang, to which we have given expression, to the attention of the Government. The Hon. R. Young and the Hon. D. A. M. Brown also keenly interested themselves in the matter.

"Suffragist Tricks" in Japan. The Kamsaku Normal School, which has been threatened with destruction by fire four times at the hands of incendiaries within a couple of months, is still receiving attention from some mischievous individuals. Quite recently someone obtained access to the premises and damaged several drawings by Mr. D. Nishimatsu, a teacher of the school, daubing them with black ink and scribbling on the walls of the class-rooms insulting epithets against the school. The authorities believe there is some connection between the incendiarism and the latest outbreak, and strict search is being made for the culprit or culprits. "Japan Gazette."

Ceylon and the Tropical College. Sir Henry McCallum, Ceylon's late Governor, in a letter in the "Times" of May 12 says, according to the London correspondent of the "Times of Ceylon," that no colony approaches Ceylon for adaptability for the tropical college. Peradeniya Gardens offer a unique and ready-made site. The whole island is devoted to tropical agriculture and a great advantage is for the student being hourly in touch with the Tamil, the labourer in most tropical colonies, and he could obtain a colloquial knowledge of that essential language. He appeals to representatives of Eastern estates to energetically support the proposal.

Interesting Marriage. All the Straits and Ceylon friends of the late Sir J. F. Dickson, formerly Colonial Secretary, Straits Settlements, and of Lady Dickson will be interested to learn of the marriage, at Chittagong, of Capt. Egbert Dickson, 74th Punjab, their third son, to Miss Tola Mary Benson, daughter of Mr. and Mrs. George Benson, Balham, London. "Singapore Free Press."

THE JAPANESE QUESTION IN CALIFORNIA.

Statement By Baron Makino.

Baron Makino, Minister for Foreign Affairs, interviewed by Messrs Adachi and Tomito, of the Rikken Doshikai, made a statement regarding the anti-Japanese question in the United States, says the "Japan Gazette."

Since the issue of the question in California, he said, the Japanese Ambassador at Washington, Viscount Chinda, in compliance with instructions from Tokyo, had a series of conferences with the Washington Government, which was manifesting great sympathy with Japan and doing all in its power to secure a speedy settlement of the question. After paying a tribute to the work of Mr. Bryan, Secretary of State, in endeavouring to secure a settlement of the question while the Anti-Asian Landownership Bill was under discussion, Baron Makino proceeded to point out that the Washington Government is under present circumstances, to a certain extent powerless to control legislation in California—a fact which ought to be taken into consideration by Japanese. Under date of the 19th ult. the Tokyo Government, through its Representative at Washington, lodged "a sort of protest" with the United States Government in regard to the Bill, and a reply from Washington was received in Tokyo the following day. By mutual consent, however, the particulars of the reply would not be made public by either side, at least for the present. A proposal to appeal to the Supreme Court for a final decision is a question requiring careful investigation on Japan's part, and must first be referred to law specialists before such procedure is taken by Japan. The Government of Tokyo and Washington are now considering this point. In conclusion, the Foreign Minister hinted that the demand by Japan for the acquisition of naturalization rights in the Republic was not likely to be entertained, since the majority of Americans appear to be opposed thereto.

The Taiheyo Tsushin, a Tokyo news agency, publishes the following:

"We are informed on good authority that the attitude of the Washington Government concerning the California Land Problem has come to show an abrupt change. Since Mr. Bryan's return to Washington from California his attitude became very evasive and non-committal. It is surmised that he was hopeful when he first started on his mission to the centre of anti-Japanism, but his personal presence proving to be of no avail, he must have returned to Washington a disappointed man."

"The protest filed by our Government principally dwells upon the infringement of the vested right of our people in California as the result of the enforcement of the Alien Landownership Law. The answer of the Washington Government to our protest is still a secret, but it is not difficult to see that that Government does not agree with the contention of our Government. The California Bill, according to the Washington authorities, cannot be considered to be a violation of the treaty in force."

"We understand that three of the members of the Washington Cabinet were staunch supporters of our interests, but their advocacy was overruled by the majority in

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'CRAIG RYRIE,' No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns. FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—'LADBROKE,' No. 9 Conduit Road, Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Building Hongkong, 25th Feb., 1913 [211]

TO LET.—A House in Knutsford Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 27th Mar., 1913. [258]

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TO LET.—2 Airy, Furnished Rooms. Board optional. Central. Brighton House, 10 Arbuthnot Road. Hongkong, 29th May, 1913. [397]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. [385]

the Cabinet, and the change of attitude of the American Government is believed to be the result of that meeting. "It was at first hoped that the Washington Government would take the initiative in bringing a test case, when the California Land Bill should become law. But that hope is now entirely gone. According to the Washington authorities, the result of the judgment either way would bring

TO LET.

TO LET from 1st July. The premises, including the Silk Godown, in Canton on Shameen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith. Apply to—DAVID SASSOON & Co., Ltd.

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WANTED.—A GOOD MANAGER for first class local Hotel. Married man preferred. References required. Salary no object for right man. Only competent men need apply. Box B.B.B. c/o "Hongkong Telegraph." [395]

WANTED an experienced Chinese Office Clerk and Typist. Must be able to read and write English correctly. None but educated men need apply.—Post Office Box 463. Hongkong, 2nd June, 1913. [345]

FOR SALE.

FOR SALE.—No. 199 Wanchai Road, on Inland Lots No. 742 & 743. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong 2nd June 1913. [284]

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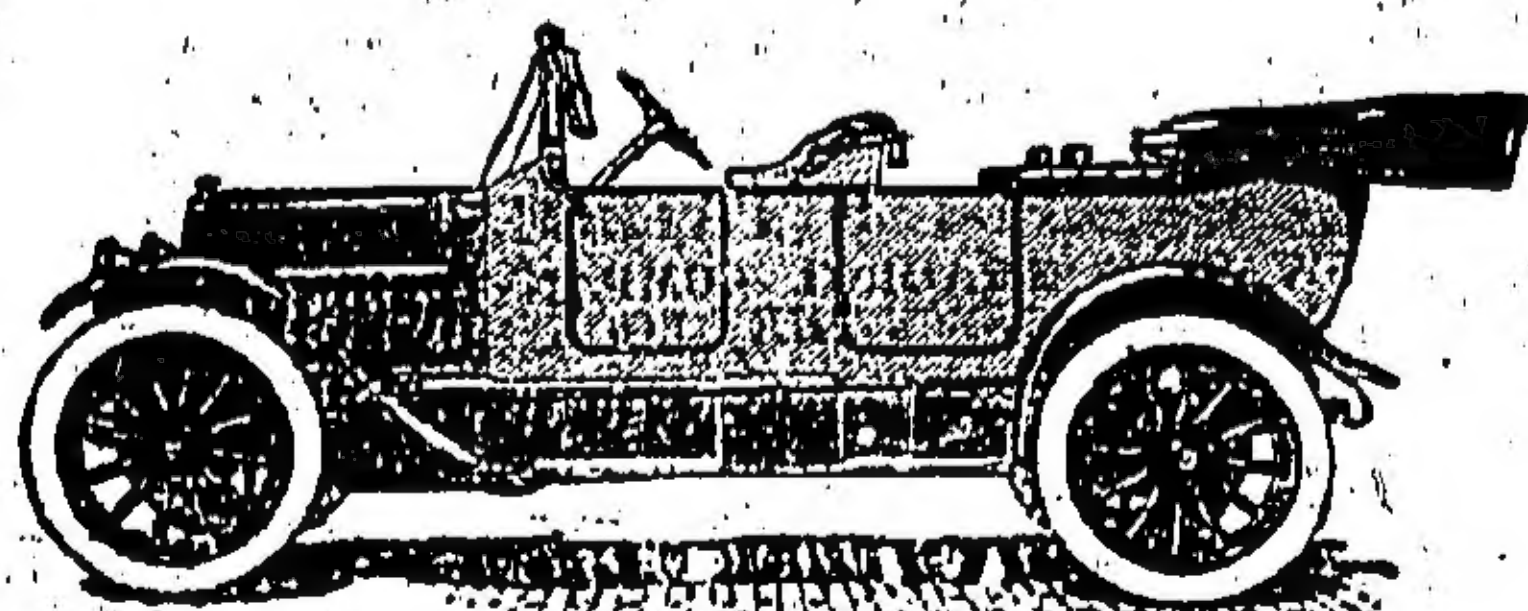
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VOLUNTEERING IN THE STRAITS

Brigadier-General Whitacre Allen, Officer Commanding the Troops in Ceylon, who is shortly leaving the island on completion of his four years' term of command there was good enough to grant an "Observer" representative a farwell interview when, in an interesting chat, he discussed volunteering matters as they affect the island. He said: "I do not think that so far volunteering has been taken seriously enough. I think that too many men have been inclined to look upon it as a pleasing amusement; that it has not been taken as a real business; and if it interferes in any way with their amusements, volunteering is the thing that has to go to the wall. Of course there are many exceptions to this, but that is my general impression. In my opinion it is the duty of every European in a Colony like this to be a volunteer, no matter what his position is, so long as he is physically fit. I think the action taken by the present Governor of the Straits Settlements shows which way the wind is blowing. The other day he said that his Government would be delighted to back up any movement originating with the European population for some measure of compulsory service—universal training, in fact. And I think we here in Ceylon ought to go in for a thing of the kind even more than those living in the Straits. We are far more open to attack, and we have not the garrison that they have got."

Heat-wave in Europe.
A heat wave passed over Central Europe at the end of April. At Strasburg, on April 30, 21 German soldiers while at drill collapsed and had to be taken to hospital.
Accident on the "Kongo" at Greenock.
A London telegram to the "Nichi Nichi" reports that Commander Masaki, second-in-command of Japanese cruiser Kongo, recently completed in England, fell from a height of thirty feet while examining the search-light apparatus on the vessel at Greenock at midnight on the 15th ult. In consequence of the fall the officer sustained serious injuries to his left arm and right leg. He was immediately taken to a Glasgow Hospital, and underwent an operation. He has sustained some internal injuries, and apprehensions are felt as to his recovery. He distinguished himself in connection with the blockade of Port Arthur in the late war.

BOARD OF TRADE RETURNS

After a slight check in March the trade figures show another large increase for April. The fact, however, that April last year included Good Friday and Easter Monday accounts for part of the increase. A year ago, also the country was in the throes of the coal strike. The imports in April, which amounted to \$2,958,474, are better by over \$2,500,000 than in the corresponding month of last year. Exports improved by \$1,165,462 to \$43,052,589. Cotton again provides the most striking feature of the returns, raw imports amounting to \$3,270,361, less than half the value recorded in April last year. Manufactured cotton exports, however, which in March fell by \$1,052,599, in April rose by \$1,255,589. The increase in exports is due to manufactures, which rose by \$6,713,892, and coal, which was \$3,664,355 more than last year. For the four months of the year imports at \$259,209,849 are up by nearly \$11,000,000, and exports are greater by \$18,352,739 at \$170,360,978 compared with returns for January to April, 1912.

Turning to consider particularly our trade with the Far East, we may note an all-round increase in our cotton yarn exports last month compared with the previous April. There was a notable improvement also in the piece goods trade, the results of which show that sales to China rose \$200,000 in value, to the Dutch East Indies \$170,000, to Japan \$38,000, to the Straits Settlements \$53,000, and to Siam \$12,000. In the four months China and the Philippine Islands alone exhibit decreases, and the deficit for China has now been reduced to some \$80,000. There was a considerable falling off in the shipments of linen piece goods to Japan in April. Both China and Japan, however, took much bigger supplies of woollen and worsted tissues. More soap again went to the former country. Japan's purchases of sulphate of ammonia advanced as much as \$80,000, and those of China under the same head were worth \$20,000 more. As regards the figures relating to metals and metal manufactures, extra large exports of ship, bridge, and boiler plates and black sheets were consigned to Japan. The same country also took more wrought tubes and fittings, steel bars and angles, textile machinery (an increase of over \$20,000), galvanised and corrugated sheets, and tinned plates and sheets. A considerable shipment of steel rails went to the Straits, which colony also took more un-numerated manufactures of steel and iron and prime movers, galvanised sheets, and beer and ale. Larger supplies of textile machinery and tinned plates and sheets were also consigned to China. With regard to the import figures, China tea and silk receipts for the month alone of nearly \$1,400,000. Much smaller supplies of soy beans came to hand. Straits tin fell off 595 tons. The bullion figures show that smaller consignments of the white metal again went to China in April. — L. & O. Express.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Prichard	Yangtze
Britomart	Gunboat	710	2	800	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Oberon	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Olio	British sloop	1,070	6	1,400	Comdr. MacKenzie, D.S.O.	Penang
Fame	Torpedo-boat destroyer	380	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Weihaiwei
Hampshire	1st class cruiser	10,350	10	20,500	Capt. M. R. Hill	Weihaiwei
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt C.S.I.	Weihaiwei
Kinab	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. O. C. Pascoe	Labuan
Minotaur	1st class cruiser	14,800	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Barttelot	Weihaiwei
Voorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Other	Torpedo-boat	385	6	6,300	Lt.-Com. R. W. Wilkinson	Hongkong
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo-boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	6	—	Com. R. H. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Steford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Yangtze
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	360	6	5,000	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. O. Borrett	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36	—	—	—	—	Lt.-Com. McGillivie	Hongkong
C. 37	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
C. 38	—	—	—	—	Lt.-Com. Pope	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

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French.						
Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,600	Capt. Gouris	Hongkong
Lecidee	Gunboat	645	10	1,000	Lieut. Vandier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tehong-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station						
Lynx	Submarine	—	—	—	Lieut. Boluiz	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Bouicaut, Commanding the local defence Indo-China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	23,000	Captain Brunninghaus	Tsingtau
Itia	Gunboat	900	12	1,300	Comdr. v. Gohren	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Laos	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. Monsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Friele	Yangtze
Scharnhorst	Flagship	11,600	36	23,000	Capt. Rosing	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Ohlt. z. S. v. Maubenge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Taiguan	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Ohlt. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign W. H. Pastley	—
A-6	—	—	—	—	Ensign H. L. Bahel Daffer	—
A-7	—	—	—	—	Ensign O. M. Yates	—
Albat	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. E. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. F. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chanucy	Torpedo-boat destroyer	420	7	8,000	Ensign Woodson	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. T. Berry	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Ensign F. Cogswell	—
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Cannon	Shanghai
Holena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Com. W. C. Cole	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. W. C. Cole	—
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Com. O. W. Cole	Cavite
Quinos	Gunboat	350	2	208	Ensign O. St. A. Botsford	Shanghai
Rainbow	Cruiser	4,380	14	1,800	Lt. Com. D. W. Wurtsbaugh	Swatow
Samar	Gunboat	243	8	250	Lieut. G. O. Dielman	Shanghai
Saratoga	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Shanghai
Villalobos	Gunboat	370	9	208	Lieut. E. Darr	Shanghai
Wilkes	Gunboat	1,392	8	1,894	Commander J. F. Hubbard	Hongkong
Wompatuk	Tug	482	—	850	Chief B'wain. B. O. Halliwell	Olongapo

* U.S.S. Saratoga Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily.

THE ETI CASE.

Bankrupt's Interests in Hongkong.

The first meeting of creditors was held on May 8 at the London Bankruptcy Court, before Mr. E. Leadam Hough, Senior Official Receiver, under a receiving order made against Mr. Charles Emmrah Etti, company promoter, 490, Uxbridge-road, 102-104, New Oxford-street W.C.

The Chairman reported that the debtor had attended before the Examiner, but had failed to keep the appointment for completion, and was not present at that meeting. It appeared from his statements that a previous failure was recorded against him in November, 1907; no dividend was paid under those proceedings, and no discharge had been obtained. In July, 1908, the debtor became manager and editor of the "Investors' Mart," which paper was taken over by the Holborn Printing Company, formed with a nominal capital of £1,000. The debtor remained with the company for six months, and then went to China, with a view to promoting trade with that country. In 1911 he returned to England to manage the Asiatic Protection Society, the aim of which was to protect Asiatics coming to England, and to promote trade with China. The Society was taken over in August, 1911, by the Asiatic Protection Society, Limited, formed with a capital of £1,000, and a few months later the name was changed to the China Trust Exploitation Society, Limited. The debtor acted as traveller for the Society, and went to China on its behalf in August, 1911. In his absence the company, he alleged, went into illegal voluntary liquidation to rid themselves of their liability to him for about £3,000 in respect of salary and money advanced. Whilst in China in September, 1911, the debtor started business in partnership with Young Tai, a Chinaman, at Hongkong, as financial, civil, and consulting engineers and general contractors. In February, 1912, Charles E. Etti and Co., Limited, was formed with a capital of £1,000, to take over the business, and in the following October the name of that company was changed to the Engineering Union of China, Limited, the capital being increased to £10,000. The company was still carrying on business. In November, 1911, the debtor obtained a concession from the Chief of Seventy-Two Guilds, of China, to open branches for promoting trade with China, and to publish the "East and West Review." A company was registered in February, 1912, as the East and West Society of China, Limited, with a share capital of £1,000 and debentures £5,000. The paper was still being published, and the company was carrying on business. The debtor had also been interested in J. Brown and Co. (Oriental), Limited, formed to import Chinese blackwood furniture into England.

The meeting was adjourned for three weeks to enable creditors to be notified of the proceedings, and with a view to a more representative body being in attendance.

International Horse Show.

Entries for the International Horse Show in London, this year, are above the average, and include a large number of British and foreign officers, who wish to figure in the jumping contests, for which the most valuable awards are offered. The trophies to be competed for include the King Edward VII. £500 Gold Cup and the King George V. £500 Gold Cup. The total value of the awards is £12,000, of which £10,000 is in cash.

Montreal to Vancouver in 72 Hours.

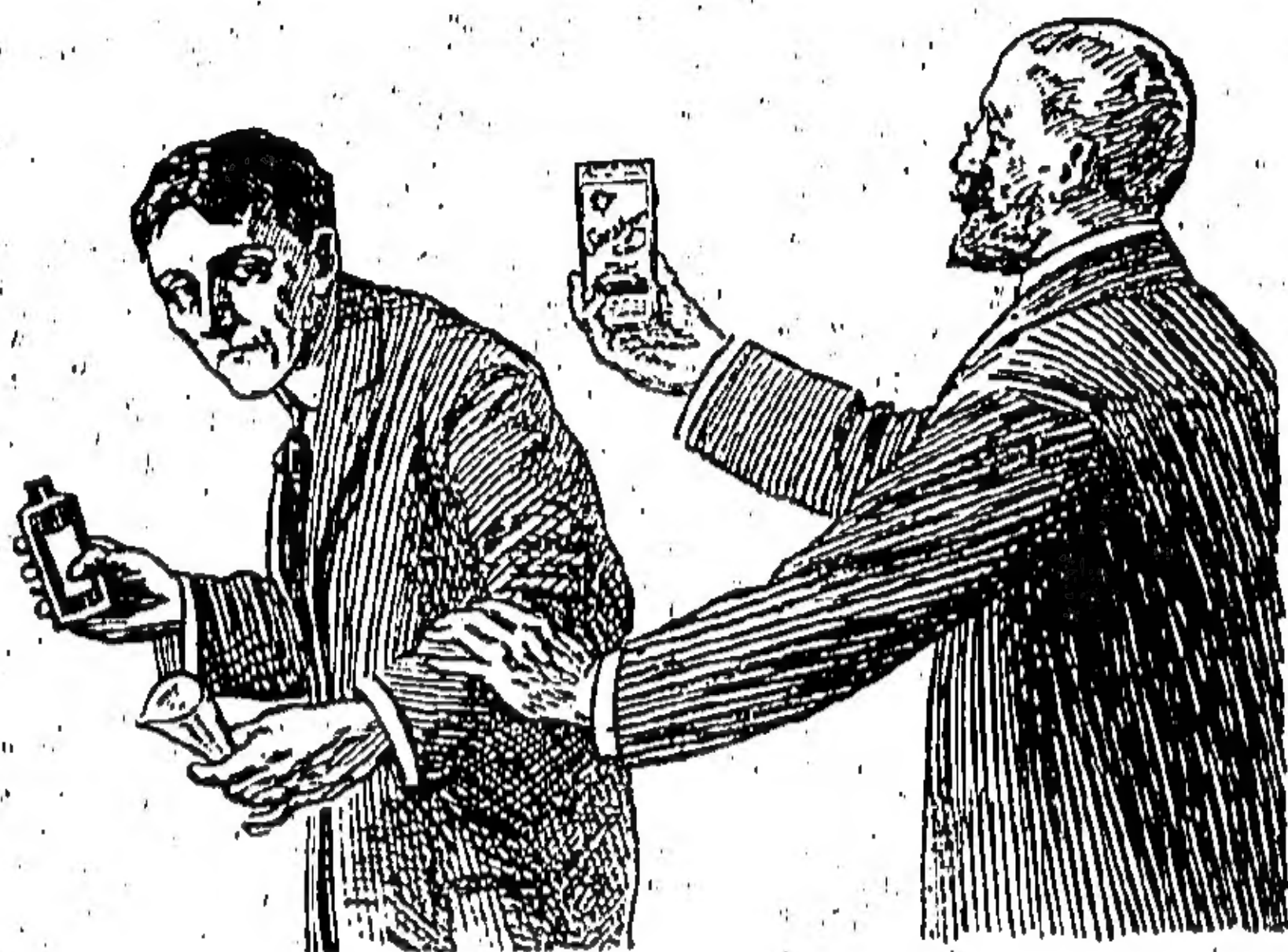
The Canadian Pacific Railway are endeavouring to establish an express train in their service which will do the journey from Montreal to Vancouver in 72 hours. It will be the fastest transcontinental train on the continent. The calculation is based on an average speed of fifty miles an hour for 60 hours, and twelve hours for stops.

Not ce.

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FOR

THE PROPRIETORS OF MILKMAID PRODUCTS.



"Stop taking Drugs and Stimulants! It's

SANATOGEN

You want for your Nerves."

Such is the modern physician's advice to victims of nervous disorders.

In his book on "Nerve Energy," Dr. Claude L. Wheeler says: "Many people have, through ignorance of the consequences, become victims of a habit of taking drugs and stimulants. To such people Sanatogen offers a form of force that may be drawn upon without danger. Sanatogen, in a perfectly normal way, creates new tissue and nerve cells. It builds up, reconstructs and renders stable."

Similar statements have been made by over 16,000 practising physicians, who certify to the unique value of Sanatogen in overcoming such nervous symptoms as:

Insomnia Palpitation of the Heart
Depression of Spirits Morbid Anxiety
Irritability of Temper Easily-induced Physical
Nervous Dyspepsia and Mental Fatigue.

Among the many famous people who have publicly testified to the value of Sanatogen is the Right Hon. Sir John Gorst, Privy Councillor to the King of England, who writes: "Sir John Gorst wishes to say he has long been acquainted with the great merits of Sanatogen—has taken it with excellent results, and when necessary will certainly take it again. It was also used by a daughter of his with great benefit."

If you, who read this, are run down or suffering from any of the symptoms mentioned, do not seek the false aid of drugs and stimulants, but begin at once to rebuild and revitalise your nervous system by means of a course of Sanatogen. It is sold by all Chemists.

Write to-day for a Free Copy of "The Art of Living," by Dr. Andrew Wilson. This interesting book tells you all about Sanatogen, and also contains a great deal of valuable advice on health topics. Write at once, mentioning this paper, to the manufacturers of Sanatogen, Messrs. A. Wulff & Co., 6, Kiukiang Road, Shanghai.

PENANG'S INTERPORT SCORE.

Penang fired in the Interport on May 28, in a good light and made the following score.

Pvt. Wright Motion	99
Pvt. Neubronner	96
Perkins	95
Sgt. Hall	95
Southam	94
Toomey	93
Murray	90
Lt. Chapman	90
Allan	85
Mrs Wright Motion	85
Totals	922

The Cllo's men at Football. A friendly game of football between H. M. S. Cllo and the F.M.S. Government Service R.O., which was played recently at Penang resulted in a win for the Service team by 8 goals to nil. The victorious team was very well represented, while the blue-jackets had to play without some of their best men.

"A Battle Lost." Considerable disappointment is felt at Copenhagen that the British Advisory Committee on Wireless Telegraphy has declared in favour of the Marconi system. Dr. Poulsen is reported to have said in an interview: "One battle has been lost, but there is time to gain another. In a few months my Atlantic system will be finished, and then we go on."

MARKET PRICES.

Hongkong, May 31, 1913.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	lb. 18
" Corned, — Ham Ngau Yuk	" 18
" Roast, — Shiu	" 18
" Breast, — Nagu Lam	" 12
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yuk Pa	" 18
" do. — Sirloin Cotom — Ngau Lau	" 28
" Sausages, — Ngau Chaung	" 20
Bullock's Brains, — Know	per set 9
" Tongue fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	" 55
" Head, — Ngau Tan	" 60
" Heart, — Ngau Sum	" 12
" Hump, Salt, — Ngau Kin	" 15
" Feet, — Ngau Kask	" 8
" Kidneys, — Ngau Yi	" 9
" Tail, — Ngau Mei	" 18
" Liver, — Ngau Kon	lb. 12
" Tripe (undressed), — Ngau To	" 6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Yeung Pai Kwat	lb. 25
" Leg, — Yeung Poi	" 25
" Shoulder, — Yeung Shau	" 22
Pigs Chitlings, — Chu Ohong	" 27
" Brains, — Chu Know	per set 2
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	" 30
" Head, — Chu Tau	" 18
" Heart, — Chu Sum	each 10
" Kidneys, — Chu Yiu	" 8
" Liver, — Chu Con	lb. 24
Pork, Chop, — Chu Pai Kwat	" 23
" Corned, — Ham Chu Yuk	" 27
" Leg, — Chu Pa	" 24
" Fat or Lard, — Chu Yau	" 24
Sheep Head and Feet, — Yeung Tau Kark	set 65
" Heart, — Yeung Sum	each 9
" Kidneys, — Yeung Yiu	" 7
" Liver, — Yeung Con	lb. 25
Sucking Pigs, To Order — Chu Cha	" 22
Suet, Beef, — Sang Ngau Yau	" 18
" Mutton, — Sang Yeung Yau	" 25
" Veal, — Ngau Chai Yuk	" 18
" Sausages, — Ngau Chai Chaung	" 26

POULTRY.

Chicken, — Kai Chai	lb. 34
Capon, Large, Small, — Sin Kai	" 34
Ducks, — Ap	" 23
Doves, — Pan Kan	each 24
Eggs, Hen, — Kai Tan	per doz 36
" Pheasant, — Hoi Nam Kai	" 32
" Geese, — Ngai	" 24
" Geese, Wild, — Shang-ho Yea Ngai	" 24
" Musk Deer, — Wong Kang	each 70
" Hare, — Shanghai, — Lu Chai	" 70
" Partridge, — Che Khoo	pair 32
" Pigeons, Canton, — Pak Kap	each 18
" Pigeons, — Hoi How Pak Kap	" 23
" Quail, — Um Ohun	dozen 22
" Rice Birds, — Wo Fa Cheu	each 22
" Snipe, — Sa Choy	lb. 60
" Turkeys, Cook, — Phor Kai Kung	" 45
" Hen, — Na	" 45
" Wild Ducks, — Shang hoi Sai Ap	" 45
" Teal, — Sui Ap Chai	" 45
" Wild Ducks Canton, — Sang-Shing Sui Ap	" 45

FISH.

Barbel, — Ka Yu	lb. 15
Bream, — Bin Yu	" 15
Canton Fresh Water Fish, — Hoi Sin Yu	" 20
Carp, — Li Yu	" 20
Catfish, — Chik Yu	" 11
Codfish, — Man Yu	" 13
Crabs, — Hai	" 14
Cuttle Fish, — Mak Yu	" 16
Dab, — Sa Mang Yu	" 15
Dace, — Wong Mei Lun	" 8
Dog Fish, — Thi Tu Se	" 15
Eels, Congor, — Hoi Mann	" 24
" Fresh water, — Tam Sin Yu	" 32
" Eels, Yellow, — Wong Sin	" 32
Frogs, — Tien Kai	" 55
Garoupe, — Sek Pan	" 12
Gudgeon, — Pak Kap Yu	" 13
Herrings, — Tao Pak	" 24
Halibut, — Cheung Kwan Kap	" 17
Lahrus, — Wong Fa Yu	" 23
Loach, — Wu Yu	" 32
Lobsters, — Lung Ha	" 32
Mackerel, — Chi Yu	" 18
Monk Fish, — Mong Yu	" 28
Mullet, — Chai Yu	" 18
Oysters, — Sang Hoo	" 24
Parrotfish, — Kai Kung Yu	" 15
Perch, — Tau Loo	" 9
Pike, — Fa Paw Poong	" 17
Plaice, — Pan Yu	" 20
Pomfret, Black, — Hak Ohong	" 28
Pomfret, White, — Pak Ohong	" 48
Prawns, — Ming Ha	" 8
Ray, — Pai Pa Se	" 15
Rock Fish, — Sak Ka Kung	" 24
Roach, — Chuan Yu	" 24

肉食

Salmon, — Ma Yau Y	lb. 24
Shark, — Sa Yu	" 10
Skate, — Po Yu	" 28
Shrimps, — Ha	" 22
Snapper, — Lap Yu	" 20
Soles, — Tat Sa Yu	" 18
Tench, — Wan Yu	" 56
Turbot, — Cho How Yu	" 18
Turtles, small, fresh, water, — Kork Yu	" 18
White Bait, — Ngau Yu Chai	" 18

FRUITS.

Almonds, — Hung Yau	lb. 28
Apples (California), — Kam San Ping Kho	" 25
" (Chefoo), — Tin Chun Ping Kho	" 25
" Small, — Hoi Tong	" 25
" Custard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Haung Chiu	lb. 7
" (brides), — Miao, — San Haung Chiu	" 14
Chestnuts, Chinese, — Foong Lat	" 10
Carambola, — Yeung Tue	" 10
Cocoanuts, — Yeh Tse	each 10
Lemons, China, — Ning Moong	lb. 8
" America, — Kum San Ning Moon	" 25
Lichees Dried, — Lai Chi, small Stone	" 15
" Fresh	" 15
Limes, (Saigon), — Sai Kung Ning Moong	each 12
Mango, Manila, — Lai Sung Mong	" 20
Mangosteens, — San Chuk Tse	doz 38
Oranges, (Canton), — San-shing Tim Ohing	lb. 8
" Sweet	" 12
Pears, (American), — Kam San Shoot Lay	" 12
" (Canton), Cooking, — Sa Lay	" 12
Peanuts, — Fa Sang	" 12
Persimmons Large, — Hung Ohie	" 12
Pine-apples, 1st quality, — Poon Ti Paw Law	each 1
" 2nd, — Chung-tang Paw Law	" 1
Plantain, — Tai Chou	lb. 3
Plums, — Swatow, Hung Lai	" 6
Pumelo, Siam, — Chiu Lo Yau	each 25
" Shanghai, — Lo Kwat	" 10
Walnuts, — Hop Tuo	lb. 13
" Green, — Sang Hop Tuo	" 13
Water Melon, — (Am.) Kom Kan Sai Kwa	each 14
" (China) Sai Kwa	" 14
Grapes, — Sang Po Tai Tse	lb. 30

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Beans, (French), — Oh Moon Pin Tau	" 10
" (French) Shanghai, — Sheung Hai Pin	" 10
" Tau	" 8
" Sprout, — Ah Cho	" 8
" Long, — Tau Ko	" 8
Beet Root, — Hung Choi Tau	each 6
Brinjals, Green, — Ching Yuan	" 6
" Red, — Hung Ker	" 10
Cabbage, Chinese, com., — Kai Choy	" 12
Cabbage Red, — Hung Yea Choy	" 8
Cabbage, Shanghai, — Yeh Choy	" 12
Cane Shoots, bunch, — Kau Shun	" 12
Cauliflower, Large size, — Tai Yeh Oh Fa	each 1
" Medium size, — Cheung Yeh Oh Fa	" 1
" Small size, — Sai Yen Chai Fa	" 6
Carrots, — Kam Shum	lb. 8
Celery, Chinese, — Fong Kan Chai	" 6
" English, — Yeung Kan Chai	" 6
Chillies Dried, — Gon Lat Chiu	" 25
" Red, — Hung Far Chiu	" 15
" Green, — Ching Lat Chiu	" 10
Curry Stuff, English, — Kar Lee Chiu Lin	" 6
Cucumbers, — Ching Kwa	" 12
Bitter Squash, — Fu Kwa	" 8
Garlic, — Que Tau	" 8
Ginger, young, — San Tse Keung	" 12
" old, — Lo Keung	" 12
Horse Radish, Shanghai, — Lik Kan	" 6
Indian Corn, — Suk Mai	each 5
Lettuce, — Yeung Sang Chai	" 1
Water Cress, — Ma Tai	lb. 5
" Mandarin, — Kwai Lum Ma Tai	" 8
Mushrooms, Fresh, — Sang Chai Koo	each 12
Mush Melon, Amer., — Kam-san Hong Kwa	" 12
Okros, — Kam-san Hong Kwa	lb. 10
Onions Bombay, — Yeung Chong Tau	" 8
" Green, — Sang Chong	" 8
" Shanghai, — Shang-hoi Chong Tau	" 10
Papaya, 1st qual., — Tai Man San Kwa	each 10
" 2nd, — Chung	" 8
Paraley, — Kun Chai	" 8
Green Peas, — Ching Tau	lb. 8
Potatoes, Sweet, — Fan Shu	" 3
" Shanghai, — Shang-hoi Shu Tau	" 8
" Japan, — Yut Poon Shu Tau	" 8
" American, — Fa Ki Shu Tau	" 8
" Foochow, — Foo-chow Shu Tau	" 8
Pumpkin, — Tong Kwa	" 4
Radish, — Hung Lo Pak Tai	" 10
Rhubarb (Fresh), — Tai Wong	" 8
Sage, — Tse So	" 8
Shallots, — Gon Chong Tau	" 4
Spinach, — Yin Chai	" 6
Tomatoes, — Fan Ker	" 6
Taro, — Wu Tau	" 5
Turpots, Punt, (Long), — Lo Pak	" 12
" English, — Yeung Lo Pak	" 12
Vegetable Marrow, — Chit Kwa	" 8
" (American), — Kam-san Chit Kwa	" 8
Water Cress, — Sai Yeung Chai	" 12
" Lily root, — Lin Ngau	" 12
" am, — Fa Shu	" 5

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN-BOWLANDS

Secretary, Sanitary Board.

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	Per Case.	Per Bottle of 1 Dozen.
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"KILTY" LIQUEUR WHISKY...	38.00	3.25
THORNE'S BLACK SQUARE...	23.50	2.00
WATSON'S O.B.G. ...	23.50	2.00

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Our Celebrated Very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

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(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

DEATH.

HOCH.—At the Peak Hospital on June 5, Gerda, the beloved daughter of Dr. and Mrs. Hoch, aged 9 months.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephones: No. 1. A.B.C. 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, JUNE 5, 1913.

THE CANADIAN NAVAL QUESTION.

It is a thousand pities that a party political quarrel has been permitted, for a time at least, to frustrate Canada's desire to lead a hand in the matter of Imperial defence. Such is the case, unfortunately, for recent cables tell that the Naval Bill advanced by the Conservative Government has been rejected by the Senate by no inconsiderable a majority. It will be recalled that the original proposal put forward when the idea of helping the Empire was first conceived was to develop Canada's own naval resources; but this plan received a distinct check towards the end of 1911, when Sir Wilfrid Laurier's Government, which fathered the scheme, met with defeat at the polls. Since then, the question has advanced rapidly, and the main features of Mr. Borden's alternative plan, providing for an unconditional gift of three Dreadnoughts to the British Navy, are familiar to everyone.

It may be of profit, however, to look a little closely into the viewpoints of the respective parties on this vitally important question, and more especially at the policy which is favoured by the Liberals, who have brought about the rejection of Mr. Borden's scheme. Sir Wilfrid Laurier, and the party which he leads, hold to the view that defence, like charity, should begin at home. Sir Wilfrid has pointed out, in advocacy of his scheme, that Great Britain, in pursuance of her new naval strategy, has concentrated her fleet in Home waters, where as formerly she had vessels in every sea. With this thought in mind, he argues that, just as Canada filled the gap upon the withdrawal of British garrisons, so the young nations of the Empire should strengthen the Motherland by replacing her Overseas Fleets with local Navies. Then, too, he says that while the people in Quebec or the Maritime Provinces may live in security, because the British Fleet is near at hand, this is not so in the case of those who have settled at Vancouver, Victoria or anywhere on the Pacific coast. That, briefly, is the Liberal standpoint. The Conservatives, on the other hand, stand for a gift pure and simple to the Imperial Navy; the three Dreadnoughts to be built in Britain and to be utilised in any way the Admiralty may think fit.

It is, as we say, a sorry development that this question should be made a party one, but it is apparent that opinion is very divided on the subject in the Dominion. We have always held the view that Mr. Borden's plan is the more practical and the more nobly-inspired of the two. It is more essentially Imperialistic; less parochial. In matters of Imperial defence the interests of all are best served, not by the creation of separate and disjointed Navies, but by each contributing its quota to the common weal. The ideal policy, indeed, is best summed up in the motto: "One Flag, one Fleet, one Empire."

"A Tory Stage Trick."

We wonder what lies behind the consignment of two thousand rifles to Belfast, addressed "to order". The Radical papers, we notice, speak of the affair as a Tory stage trick; and we hope, for the credit of the Unionists, that a total denial will be given, without delay, by those against whom such an accusation is made. Until that denial comes, a certain amount of anxiety must needs be felt, for, without any wish to condemn a man or a section of a party unheard, we are bound to feel that the folly displayed by Sir Edward Carson, Mr. Bonar Law and Mr. F. E. Smith, some months since, in their anti-Home Rule campaign, forms reasonable warrant for the charge which the Liberals are at least hinting against them. Whoever may be responsible, the incident is most deeply to be regretted. There are quite enough troubles in Ireland already, without their being added to in this gratuitous fashion. We should like to know what the Orange party would have had to say, had the rifles been consigned to Cork or Waterford instead of to a Northern port. From Artillery to Rubber.

Under the above heading, in our Service Matters column yesterday, we reported that a Singapore R.G.A. Lieutenant had left the reserve of officers to take a post as rubber assistant. In view of what we said a short time ago, in this column, as to the pay of artillery officers (who, by the way, are better off than most others) we don't blame the gentleman. Nor shall we be surprised to find others of his cloth doing likewise; in fact we have met over a dozen ex-service men who are saving as much out of plantation work in a month as they would have saved in a year in the army or navy. If the Government loses good men in this way, it is its own look-out. Moreover, as time goes on, unless some substantial alteration is made in army pay, the class of men who, hitherto, have gone to Woolwich or Sandhurst, will not go there at all; they will study, instead, at schools of tropical agriculture, and then betake themselves to the rubber estates, where a healthy—and, if they are useful men, lucrative—calling awaits them.

International Polo.

The team of British polo players at present in America with the object of winning back the international cup have been showing brilliant form in the matches in which they have so far engaged. In three matches they have registered no fewer than 42 goals, against 34 scored by their opponents. Greatest importance, of course, attached to the game reported in to-day's wires. This was a trial contest between the British team and the American runners-up, and the visitors won handsomely by 13 goals to 4. According to recent advices, the contests proper begin on Tuesday next, and, in view of the fine form which the Britishers have been showing since they landed in the States, interest in the fixtures becomes more intensified than ever. It must not be overlooked that the American team also has been doing remarkably good work in practice, and doubtless when the time comes for the supreme effort, our American cousins will strain every nerve to come out on top. But it is evident that they have a hard nut to crack this time. If Milburn does not play in the American team his place will be hard to fill, as he is rated as one of the world's best "bucks."

A Case of Funk.

Realising that discretion is the better part of valour, the Liberals have decided not to contest the seat at Wandsworth, which Sir Henry Kimber has resigned after holding it in the Unionist interests since 1885. At the last election, the retiring member had a majority of over 4,000, while, at the election of January, 1910, his surplus was more than 3,400. In spite of the fact that the seat is a known Unionist stronghold, the Liberals have not, in the past, shirked putting up a seat; but these are days when they can ill afford to face another reverse at the polls. The experiences of recent bye-elections have not been altogether cheery ones, and the task of explaining defeats is not one which the party quite relishes.

DAY BY DAY.

If we have done our best we can rest in peace.

The Malls.
Siberian Mail.—Despatched per s.s. Arcadia at daylight to-day.

Siberian Mail.—Arrived per s.s. Minan at 1.15 p.m. to-day.

Australian Mail.—Despatched per s.s. Aldenham at 4 p.m. to-day.

Siberian Mail.—Due per s.s. Assaye to-morrow.

American Mail.—Due per s.s. Nippon Maru at 6 p.m. to-morrow.

Interesting Photograph.
A Fong has sent us a splendid photograph of the birthday parade of the troops on June 3.

Towed from Manila.
The s.s. Zafiro, which arrived in port yesterday, towed the s.s. Atlantis from Manila to Hongkong under contract.

Disorderly Conduct.
Mr. Hazeland, at the Police Court, this morning in fining a Chinese \$25 for disorderly conduct at West Point, reprimanded him.

Opium.
A Chinese who kept an opium divan at West Point was fined \$250 at the Police Court, this morning, and nine frequenters were fined \$3 each.

Returned from Banishment.
A Chinese, arrested in an opium divan at West Point, was charged at the Police Court, this morning, with returning from banishment, and sentenced to six months' imprisonment and four hours' stocks.

Donors and Subscribers.
In the list of donors and subscribers to the B.O.C. sports with which we were provided and which we gave yesterday, the following names should have been included:—Mr. A. Rodger, Messrs. Sennet Freres, and Mr. K. Bysack.

Too Many Passengers.
This morning at the Marine Court, before Commander Basil Taylor R.N., the master of the s.s. Sui On was fined \$25 for carrying 14 passengers in excess of the number allowed by his licence, on May 29. Mr. J. H. Gardiner appeared for the defendant.

Admiral Winsloe.
Admiral Sir Alfred Winsloe, who has been Commander-in-Chief on the China station since January, 1910, arrived home at the beginning of May in the P. and O. steamer India, on relief. His name is said to be freely mentioned in the Service in connection with several billets, for it is known that he is regarded at the Admiralty as too good an officer to keep long on half-pay.

THE ASSAYE FIRE.

A Startling Development.

An interesting development has arisen out of the recent fire in the P. and O. s.s. Assaye. We were informed on an impeccable authority that the P. and O. Co. demanded a cash deposit of 30 per cent. from the consignees as the general average contribution, without giving figures to substantiate the claim.

The consignees on their side refused to pay 30 per cent. and tendered 10 per cent. This was not accepted, but the P. and O. Co. offered to accept 12 per cent., still showing no figures.

This afternoon a consignee, we are informed, issued a writ against the Company for alleged wrongful detention of cargo.

MISLED BY THE PAPERS.

Mr. Shenton, of Messrs. Deacon Deacon Looker, Deacon and Harston, defended a Chinese who was charged at the Police Court, this morning, with being in possession of a rifle and ammunition without a licence.

It was argued that the defendant had been in Australia for fifteen years, had been reading in the Chinese papers an exaggerated account of the condition of affairs in his country. He had brought the rifle with him for the protection of himself and his hard earned savings.

His Worship (Mr. Hazeland) held that the defendant was a bona fide Colonial and said that for that reason he would only fine him \$100.

THE DERBY.

Reflections on Yesterday's Astonishing Result.

[SPECIAL ARTICLE]

This year's Derby will be talked of for many years to come, and will take rank with the victories of Gladiateur and Hermit in the matter of historical interest. Craganour, the favourite, won an exciting race by a head from a rank outsider in Aboyer and was afterwards disqualified on the score of interference. If this is not unprecedented—and one rather thinks that it is—it has not, at least, occurred in the Derby within living memory.

In 1844 Running Rein was disqualified from the Derby. Running Rein came in first and was subsequently disqualified because the horse was proved to be a four year old called Maccabeus. This, however, is not a parallel case with that of Craganour and was clearly a case of fraud.

As though disqualification were not in itself sufficient to excite people, Reuter reports that a woman rushed on to the course during the race, brought down the King's horse, injured his jockey as the result, and was terribly mangled herself. Here is the very height of madness.

Recent Events.

To return to the matter of the disqualified favourite, recent events had invested this year's race with peculiar interest. In the Two Thousand Guineas he was second only to Mr. Raphael's Louvois on whom he later turned the tables in the Newmarket Stakes. Saxby, the rider of Craganour in the Guineas, stated after the race that he believed he had won, but he had the judge against him. In the Newmarket Stakes Maher was up on Craganour, and Danny's handling (he is the finest horseman among living jockeys) must have meant a deal to the winner.

The Guineas Defeat.

Now, Craganour as a two-year old had been head and shoulders above his fellows, but the Guineas defeat appeared to show that either he had failed to come on as expected or the others who competed with him last year had made more progress than he had. That did not hold of Shogun, however. Craganour was always three lengths ahead of Shogun last year, and he was the same distance in front in the Guineas. Still, Craganour was not regarded as the certainty yesterday, that he would have been if he had maintained last year's form. But for his Guineas defeat he would most probably have started at about even, or at odds on. No horse has started at odds on since 1905, when Cicero won, but it might have happened this season had Craganour gone on as expected.

A Good Favourite

Still, Craganour started a good favourite at 6 to 4, so that his connections apparently had no fear of defeat. Yet he came desperately near to being second. Four feet or so covered the first three, and Craganour won by only a head. The time was 2 mins. 37 3/5 secs., and that time is worth noting. Lemberg put up record with 2-35 1/5, and Tagalie and Spearman are credited with 2-38 4/5. These three horses alone have managed to beat the time set up by Craganour yesterday. This being interpreted means that Aboyer, even though he started at 100 to 1 is a rattling good horse—or was yesterday. It is just possible, of course, that yesterday was his day out. The same happened with Jeddah, in 1898. It is a well-known fact that Jeddah that day was in the race to set the pace for one of the Duke of Westminster's horses which, in the result, failed to finish in the first three. Jeddah set up such a cracking pace that he ran away from the rest of the field and was never caught. Just ten years later Signorinetta romped home at the nice price of 100 to 1, and yesterday's result makes the third of its kind, so far as price is concerned.

The Moral

The sustaining of the objection yesterday must be a matter of heartburning to many; but it is also a matter of pride to all who have the purity of British racing at heart. One

THE NIPPON.

What Action will be Taken?

Possibility that the affair of the Swedish steamer Nippon, and her salvage by Messrs Erlanger and Galigner, will be matter of diplomatic arrangement between the governments of Germany, Sweden, and the United States, is greater for the development of to-day, says the "Manila Times" of May 29. This morning it was learned that Struckmann and Company, who are agents for the German underwriters, have been informed that the German foreign office has approached Washington with a note on the question of Erlanger and Galigner's action.

What is more, Messrs Ker and Company, the British firm who are representatives in Manila of the Swedish underwriters, have cabled their principals of the refusal of Messrs Erlanger and Galigner to surrender the vessel, and have asked that further representations be made by the Swedish government to the Washington authorities.

This refusal to surrender was made, as noted yesterday, by Captain Ben Taylor, who is in charge of salvage work for the American firm. When Captain Eggert, master of the Nippon, visited the vessel, he handed the following to Captain Taylor.

"Having duly protested at the Royal Swedish consulate against the action in taking possession of the wreck of the S. S. Nippon, I hereby demand that you deliver the said vessel over to me, the lawful master, and I hereby hold you and your employers responsible for all actions in having unlawfully taken possession of the cargo and vessel.

"E. Eggert,

"Master, S. S. Nippon.

"Signed before me this 24th day of May, 1913.

"F. C. Laing

"Acting Swedish Consul."

To this Captain Taylor made the following reply:

"S. S. Nippon.

"Soarborough reef, 28 the May, 1913.

"In answer to your written demand for me to turn over the command of the above vessel to you as the lawful master I hereby refuse to do so until authorized by my employers, Messrs. Erlanger and Galigner.

"Yours respectfully,

"Ben Taylor,

"In Charge."

When Captain Eggert returned to Manila he made a protest to the Swedish consul at this port, in the following terms:

"This day appeared before me at the Royal Swedish consulate at Manila, Erik Eggert, master of the S. S. Nippon, which vessel is now stranded on Soarborough reef, he having just returned from the wreck of that vessel and having been refused possession of the ship and supervision of salvage of same, he hereby protests against the manner in which the salvage work is being conducted towards the cargo and the ship by those at present on board, and further states that there has been practically nothing done towards the salvage of the ship, and very little has been done towards saving the cargo thereby causing serious delay as to the chances of success for the salvage of the steamer.

"E. Eggert,

"Master, S. S. Nippon.

"F. C. Laing,

"Acting Consul for Sweden."

"Manila, P. I., May 27, 1913."

Captain Eggert makes the uncompromising statement that he did not abandon the Nippon with the intention of not returning to her. He told a "Times" man to-day of what his action had been, and asked that his statement should be given publicity.

"First of all," he said, "I did not abandon my ship as a total wreck, and I had every intention of going back to her, when I should have concluded my arrangements for the salvage work. When I got to Hongkong—on the very night of my arrival—I reported by cable to my owners what had happened, and told them that I was setting about the making of arrangements for salvage. This ought to be enough to disprove some statements that I have seen in the newspapers."

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph"]

HARBOUR LIGHTING.

[To the Editor of the "Hongkong Telegraph"]

Sir,—With reference to your article on harbour lighting which appeared in the issue of May 30, permit me as a seafaring man to congratulate the Hongkong Government on the very sensible and prompt manner in which it decided to adopt the new light for the harbour fairway buoys.

Much more in the same direction is however needed. Hongkong, one of the world's largest shipping centres is at the same time one of the most poorly lighted that a sailor has to enter. Coming from the South, there is only Gap Rock light to lead you through a maze of islands. If this light was a first class modern one with coloured rays warning the mariner against dangers to the N.E. and N.W., giving quick flashes and being also lighted in the daytime during fog etc. it would serve its purpose; as it is now it is a very poor affair indeed.

I think it is a very common opinion amongst mariners that several new lights are necessary in the vicinity of Hongkong in order to make the port a really first class one, notably on the East Point of Ling Ting Island, S. W. Point of Little Ladrone, West side of Ai Chow Island, etc. In case of a typhoon not one light helps the luckless mariner to decide his position when he has sought refuge behind Stone Cutters Island, in Kowloon Bay or in Chung Kwang Bay.

It is to be hoped that the Government takes the step fully out now when a new and, from what can be judged, ideal system of lighting has been placed on the market, and make of this important harbour, what it ought to be—the best in the world.

Enclosing my card,

I am

Yours etc.

MARINER.

Hongkong June 4, 1913.

"GALLANTRY IN THE ARMY"

Sir—I know you are always interested in any incidents which tend to show the courtesy and gallantry which emanate from the British Regular Army. The following little story will therefore not come amiss. I chanced yesterday to be a passenger on one of the Army launches. As usual on these occasions several of the women and children of the Garrison were taking the holiday across at Stonecutter's Island. The chairs, of which there are only a limited number, were taken up by the ladies, but on the arrival of the launch at the Police Pier, Kowloon two officers (I can't say gentlemen) came on board and because chairs were not available for them, they ordered the policeman on board to turn the ladies out of the chairs. One individual remarked in the manner peculiar to snobs "that these chairs are reserved for Officers." What a difference and distinction the Army seems to make between "Officers Ladies" and "Soldiers Women." I am thankful to say that the abominable priggishness shown by these men is not general throughout the service. There are still gentlemen in the commissioned ranks as well as among the ordinary Tommies.

Yours etc.

MARY WILLEN,

Hongkong, June 5, 1913]

QUESTION OF
EMIGRATION.

Ship's Master Before the Court.

At the Police Court, this morning, before Mr. Hazeland, Hermann Oltmanns, the master of the s.s. Wong Koi, was charged with allowing his ship to clear from Hongkong on a voyage of more than seven days duration—to wit, Bangkok—having on board twenty-four Chinese emigrants without a licence. Inspector Kerr, prosecutor and Mr. Lewis, of Messrs. Johnson, Stokes and Master, defended.

L. S. Glendinning said on the 9th March at 11.30 a.m. he boarded the ship in question. It was a German ship. He saw the officer and said he wanted to look at his passengers. He looked at defendant's clearance, he had twenty-four Chinese passengers for Bangkok. He knew they were going to Bangkok because each of the twenty-four passengers had tickets. He looked at all the tickets. The chief officer was present when witness examined them. There were also twenty-nine passengers on board bound for Swatow. The ship had a clearance of which he had a copy.

By the magistrate. The officer did not produce a certificate; he only produced the clearance.

By Mr. Lewis:—The 9th was a Sunday. He could not say if the Harbour Office was not opened for clearances on a Sunday. The ship left on Sunday morning, but cleared on Saturday the 8th. She only cleared for thirty, and, by the time she cleared, she had fifty-three. Defendant was prosecuted before the Marine Magistrate for having more passengers on board than his clearance showed, and he was convicted. The clearance showed thirty passengers for Swatow, but he only saw twenty-nine. He saw passengers with tickets for Bangkok like the one produced in Court. The ticket said "One passenger to Bangkok and hotel expenses paid." He was not aware that the boat belonged to the N. D. L. and he could not swear that the agents were Messrs. Butterfield and Swire. The ticket did not contain the name of the ship. It did not bear the name of N.D.L. or of Messrs. Butterfield and Swire. Of the other passengers going to Swatow, twenty-six had tickets similar to the one produced. The ticket produced did not contain the name of the ship. It did not bear the name of the N.D.L., B. and S. or the agents of either. He had not tried to get those tickets and was not aware that they were not issued by either of the parties mentioned. He did not know the laws regulating the port of Swatow, and did not know it was impossible for Messrs. Butterfield and Swire, on any firm in Hongkong to book passengers through Swatow.

A clerk in the entry and clearance department at the Harbour Office said that, on March 8, he issued a clearance to the s.s. Wong Koi. She cleared for thirty passengers for Swatow only; none for Bangkok.

By Mr. Lewis: The clearance department closed at 4.30 Saturday afternoon, and did not open again until Monday morning. The Captain cleared on a Saturday night, stating then how many passengers he had on board. If he sailed on Sunday, and more passengers came on board before he sailed, he had not an opportunity of correcting his clearance.

F. Lestley, second clerk in the Harbour Department, said he knew the ship Wong Koi, and he knew she had not an emigration licence. If the master had asked for clearance for Chinese deck passengers to Bangkok, via Swatow, it would not be granted unless he had an emigration licence.

By Mr. Lewis: He had seen the passengers' certificate of the Wong Koi. He knew she was licensed to carry 947 passengers. She could carry that number to Swatow by applying for a clearance from the Harbour Office.

Mr. Lewis argued that one of the essentials of the case had not been proved and that was as to the taking of these passengers to Bangkok. He submitted that there was not even a technical offence for the Court to deal with. The vessel belonged to the N.D.L. and it plied between Hongkong

and Swatow, and Swatow and Bangkok and then from Bangkok to Hongkong. The freight earning runs started at Swatow for Bangkok and again from Bangkok to Hongkong. As far as from Hongkong to Swatow was concerned, it was not a freight earning voyage at all, and the ship did carry passengers. They did not look out for passengers, and a matter of fact did not want them. It very often happened that a ship came in to-day bringing passengers from the South, going North, and they boarded any ship that was handy. If they went on board they were taken, but they were not sought for in any way.

Every passenger that arrived in Swatow from Hongkong had to get off the ship as soon as the ship arrived in port, under the port rules and regulations, under the harbour regulations, and the customs regulations of Swatow. Even if they attempted to take passengers through Swatow to Bangkok, the ship had to wait there from a half a day to two and a half days, and every passenger for Bangkok there met a representative of Messrs. Butterfield and Swire, a representative of the German Consul, a representative of the customs, a representative of the Chinese officials, and were also met by the doctor. All the passengers had to be medically examined. All persons going on board booked a passage by Messrs. Butterfield and Swire, at the cost of one dollar, to Swatow. There was no attempt at an evasion of the Emigration Acts for the reason that the whole of the emigration from Swatow was governed by the consulate and by the customs officials and the regulations of the port relating to emigration of passengers from Swatow.

Mr. Lewis went on to argue that the tickets the people had were not issued by the N.D.L. or Messrs. Butterfield and Swire, or their agents, but by boarding-house people who undertook for the sum of \$3.50 to convey the holder of a ticket to Bangkok and pay all the expenses attendant on the trip. The tickets were really letters of credit like Cook's world's tour tickets which were recognised as worth a certain credit. These people went to Swatow first and then either left by that boat or some other boat for Bangkok. As far as the master of the ship was concerned they were only going to Swatow. Wherever they went afterwards was no concern of his. The compradore on the boat, who drew passage money, was told the number and he brought the amount back to the captain, and if he was short it was debited to him. The compradore could, if he chose, pay the money to the captain and then, when he returned, go to the boarding house keepers and on presenting one of the tickets get the dollar which he had already paid to the company. The other ticket was for the continuance of the journey from Swatow to Bangkok. Neither of the firms mentioned issued tickets such as the ones in question.

The master of the ship gave evidence bearing out Mr. Lewis' statement.

The case was adjourned.

LANDLORD AND
TENANT.

Judgment Reserved.

After hearing further argument, Mr. Justice Kemp, in the Summary Court this morning, reserved judgment in the case in which, Lan Wan So, of 263 Des Voeux Road, Central, sued the Tai San Chan Firm, of 235 Des Voeux Road Central, to recover the sum of \$1,057, being as to the sum of \$280 for one month's rent due from February 1 to February 28, 1913, and as to the sum of \$890 for thirty days' rent due at the rate of \$30 per day from March 1 to March 23 in respect of 253 Des Voeux Road Central, in accordance with the notice given on January 30, and as to the remaining sum of \$77 for rates due thereon. Plaintiff waived \$57 to bring the case within the jurisdiction of the Summary Court.

Mr. R. O. Faithfull appeared for the plaintiff, and Mr. J. H. Gardiner for the defendant.

SANITARY BOARD.

Interesting Questions By
Mr. Bowley.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon, at the Board's offices, when Mr. D. W. Tratman, R.S.D. presided. There were also present:—The Hon. Mr. E. R. Hallifax, Registrar General, the Hon. Mr. W. Chatham, D.P.W.; Lt. Col. Younan; Mr. F. B. L. Bowley, Mr. Chan Kai Ming; Dr. F. Clark, M.O.H.; and Mr. W. Bowen-Rowlands, the secretary.

Questions.

Mr. F.B.L. Bowley asked the questions standing in his name:—
"i. Will the Head of the Sanitary Department inform the Board whether it is necessary to continue to permit the dumping of rubbish on the unsightly piece of waste Crown Land surrounding the public convenience near 'Le Calvaire' in the Happy Valley?"
"ii. If yes, is it beyond the joint powers of the Sanitary Department, the Public Works Department, the Botanical and Forestry Department and the Captain Superintendent of Police to fence the waste, plant a screen of trees between it and the Road, and prevent muck-rakers from frequenting this happy hunting ground in defiance of the law forbidding trespass on Crown Land?"

The Answers.

In answer to question 1, the President said:—There is no necessity that that particular spot should be used, but it is necessary that some such spot should be available. The rubbish there should only be the sweepings from the roads, leaves and grass, and such odds and ends as are found about the recreation grounds of the Happy Valley. All that is offensive and would be worth while picking over, is dumped there by householders.

Dealing with question 2, the president said:—I hardly think it is strictly in order. If it is the opinion of the Board that any particular thing is desirable for the good health of the Colony, and they make it known to me, it is my duty as head of a public department, to forward the matter to the department which looks after it. But I cannot be asked to state in public what other departments will do. As regards this department I can only say, what I said at the other meeting. "It is possible to catch dumpers, but it is hardly worth the while. To have one fined \$5, perhaps half a day's work will be lost."

Suggested Estimate Changes.

The board went into committee to consider the report of the select committee appointed to consider suggested changes in the estimates for 1914, and, on resumption, it was unanimously decided, on the motion of the President, seconded by Dr. Clark, to forward the same to the Government.

Correspondence relative to the proposed bye-laws for dealing with crematoria was read and the bye-laws were referred to the Government on the motion of the president, seconded by the Hon. Mr. E. R. Hallifax.

In connection with the urinal at Happy Valley, the minutes concerning which were published in our last evening's issue, the board decided to recommend the erection of the building on site "A," on the motion of Mr. F. B. L. Bowley, seconded by the Hon. Mr. E. R. Hallifax.

"THE YELLOW DRAGON."

We have received a copy of the June issue of that bright little periodical, "The Yellow Dragon"; the Queen's College magazine. It offers a lot of interesting school gossip, though it seems almost a pity that more space is not devoted to sport. A cricket match against the Diocesan School appears to have been played on April 30 (in which each side scored 22 runs) but we find no record of anything in that line since. The magazine also contains a bright, chatty letter from an old boy in London, a story of how a certain Yeung U-Seung was captured by robbers, and some amusing burlesque "reprints from the Yellow Dragon Hundreds of years Ago."

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HONGKONG HOTEL CASE.

Judgment for Defendants.

Yesterday afternoon, after we had gone to press, in the Summary Court, before Mr. Justice Kemp, Paine Judge, the case was concluded in which G. F. Soley, accountant, sued the Hongkong Hotel Co., Ltd. to recover \$198, being as to \$18, three days' salary in May, and as to \$180, one month's wages board and lodging, in lieu of notice.

Mr. J. H. Gardiner appeared for the plaintiff, and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, for the defence.

Judgment was given for the defendants with costs.

CONTRACTOR'S SUIT.

No overtures made for Settlement.

In the Summary Court this morning, before the Paine Judge, Mr. Justice Kemp, Mak Kong, contractor, of 118 Queen's Road West, sued Chan Pui Yee alias Chan Loong and Sons, 17 Ship St., to recover the sum of \$650.50 being, as to \$515.50, for money received by the defendant from the officer commanding the Royal Engineers Hongkong, for the use of the plaintiff, and, as to \$135.00, money drawn by the defendant from the plaintiff's business.

Mr. Reader Harris, of Messrs. Wilkinson and Grist, appeared for the plaintiff, and Mr. Crowe, of Messrs. Hastings and Hastings, for the defence.

The case which had had two previous hearings, came on for the third time to-day, when his Lordship asked whether or no, there was an opportunity of the case being settled; he did not feel very competent to decide the case as it stood on the evidence called.

Mr. Harris said that there had been no overtures made for settlement.

The case was eventually concluded, judgment being reserved.

Sir Henry Lucy's Record.

Sir Henry Lucy ("Toby, M.P.") of "Punch," presiding at the twenty-third annual dinner of the Readers' Pensions Committee at the Holborn Restaurant, London, said that if the galley-prints of all he had written for the Press and the publisher during the past forty years were gummed end to end and wrapped round St. Paul's, he did not think there would be a square inch of the cathedral left visible.

BANK NOTE IMPRESSIONS

Hauled Again Before the Court.

This afternoon before Mr. Melbourne at the Police Court, the case was resumed, in which Anton Hauler was charged with being in possession of bank note impressions.

Mr. Lewis, of Messrs. Johnson Stokes and Master, prosecuted, and Mr. R. O. Faithfull defended. The evidence given at the previous hearings was interpreted to the prisoner by Miss Massey, and the case was further adjourned.

British Officer Killed.
Major G. Chrystie, of the 25th Cavalry (Frontier Force), has been killed while pursuing raiders beyond the Bannu frontier (between the North-West Frontier Province of India and Afghanistan). The raiders lost six killed.

PASSENGERS DEPARTED.

Per s.s. Nile, sailed on 3rd inst. for San Francisco, &c.:

Banks, D. G.	McBride, Mrs. J.
Boyd, J. R.	B.
Burke, W.	Morgan, P. J.
Belknap, O. A.	Mahoney, F. B.
Bryant, J. R.	Monk, Jr. B.
Campbell, Mr. &	Miller, A. M.
Mrs. S. C.	Noon, J. A.
Conover, L. A.	Ng Shin-lai,
Casillas, Miss B.	Oliver, Master
Chandler	R. B.
Chestnut, S. B.	Oliver, Mr. R. R.
Durham, Miss J.	Purveyer, Capt.
L.	& Mrs. B.
Daugherty, Miss	Palmer, S. F.
O.	Pinkerton, E. K.
Dilly, S. G.	Porteous, Miss
Eddingfield, Mr.	H.
and Mrs. F. T.	Pettit, J. S.
Evans, J. W.	Powers, Capt. &
Edwards, W. S.	Mrs. T. S.
Ellis, Mr. & Mrs.	Pestonji, P. A.
O. S.	Pugh, D. B.
Field, Major and	Redman, Miss
Mrs. P. C.	V.
Fuller, Mrs. H.	Redman, Miss
D.	O.
Fausler, Miss D.	Riley, A. D.
Faneuf, A. G.	Roth, B. L.
Friedman, A. H.	Bowntree, F.
Garner, Miss E.	Salazar, Miss
Grimes, W. O.	T.
Graham, Mrs. C.	Schomber, F.
M.	Stout, O. Z.
Goodale, F. M.	Sweeney, G. A.
Howard, A. L.	Sammon, Major
Honig, Mr. and	C. T.
Mrs. B.	Sayre, D. T.
Johnson, C.	Smith, Geo. I.
Johnson, T.	Stewart, Miss E.
John, G. M.	A.
James, Miss G.	Truck, R. S.
James, Miss B.	Thompson, Mrs.
James, Mr. and	C. W.
Mrs. C.	Thompson, P. D.
Knight, F.	Thompson, S. B.
Kerkendall, E.	Toon Koon-ling
Klamm, A. G.	Toong Koon- cheung
Lajudre, A. de	Thompson, Miss
Lehman, H. F.	D. E.
Lynch, W. R.	Tfaarda, T. J.
Lageman, A. F.	White, D.
Lawrence, J. F.	Wong Lan, Mr.
Leisch, W. H.	& Mrs.
H.	Wesley, J. B.
Light, J. W.	Whitver, G. C.
Murphy, P. R.	Walker, L. B.
Moore, F. D.	Ward, C. L.
Moody, F. H.	Williams, H. H.
Manguera, S. L.	

DAIRY FARM NEWS.

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HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED IT
TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

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SLICED BY A PATENT SLICING MACHINE IN
RASHERS OF ANY THICKNESS, EXACTLY
AS WANTED.]

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LARGE VARIETY OF GO-CARTS, PERAMBULATORS,
STEEL FOLDERS.

Strongly Constructed

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EXCEPTIONALLY LOW PRICES.

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SILK AND COTTON

IN

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SILK MERCHANTS.

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S7. IVEL BRAND

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TELEPHONE No. 132.

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CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

From Hongkong.	From Quebec.
E. of India Saturday, June 7	Alban Line Thursday, July 1
Montevideo Saturday, June 21	E. of Ireland Thursday, July 23
E. of Japan Wednesday, July 3	Alban Line Thursday, July 24

All steamers leave Hongkong at 12 Noon.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passenger booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
33] Corner Fadder Street and Praya (Opposite Blake Pier.)

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

S.F. GOLDENFELS ... 18th June	S.S. SAMBIA ... 18th June
S.S. C. FERD. LAEISZ ... 19th June	S.S. SILESIA ... 20th July
S.S. PREUSSEN ... 30th June	S.S. BELGRAVIA ... 30th July

HOMEWARD.

For Havre, Rotterdam, Hamburg & Antwerp; S.S. ALESIA ... 11th June.	For Rotterdam, Hamburg & Antwerp; S.S. BRASILIA ... 2nd July.
For Marseilles & Hamburg; S.S. SAMBIA ... 12th June.	For Dunkirk & Hamburg; S.S. BIRKENFELS ... 7th July.
For Havre, Bremen & Hamburg; S.S. SEGOVIA ... 19th June.	For Marseilles, Rotterdam & Hamburg; S.S. ALTHARK ... 14th July.
For V'vor, S'ile, and/or T. & P. (Or.); S.S. C. FERD. LAEISZ ... 20th June.	For Havre & Hamburg; S.S. GOLDENFELS ... 18th July.
For Marseilles, Havre & Hamburg; S.S. FURST BULOW ... 28th June.	For V'vor, S'ile, and/or T. & P. (Or.); S.S. BRISGAVIA ... 18th July.
	For Havre Hamburg; S.S. PREUSSEN ... 2nd August.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

Hongkong Office.

S.O.A.E.O.

FAR EAST OXYGEN & ACETYLENE CO., LTD.

AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 3rd Floor, Telephone 1033. [48]

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 5th JUNE.

10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."

FRIDAY, 6th JUNE.

8.00 a.m. "KINSHAN." 8.00 a.m. "FATSHAN."

10.00 p.m. "FATSHAN." 5.00 p.m. "HONAM."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1851 S.S. "HEUNGSHAN." Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 8th JUNE.

The Company's Steamship, "HEUNGSHAN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers—"LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

(HOTEL MANSON'S FIRST FLOOR),

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date.
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said.	AKI MARU Capt. Kon	(WED'DAY, 18th June at daylight. T. 12,500
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu and Yokohama.	SAWA MARU Capt. R. Shimizu	(TUESDAY, 17th June, at 4 p.m. T. 12,500
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane.	KUMANO MARU Capt. Winckler	(WEDNESDAY, 2nd July, at noon. T. 9,600
CALCUTTA via S'pore, Penang & Rangoon.	COLOMBO MARU Capt. Kawashima	(SATURDAY, 14th June. T. 6,000
BOMBAY via Singapore and Colombo.	BOMBAY MARU Capt. Tozawa	(MONDAY, 9th June. T. 6,000
KOBE & Y'HAMA.	KAGA MARU Capt. Tabusa	(TO-DAY, 5th June at 11 a.m. T. 12,500
	HAKATA MARU Capt. Nomura	(MONDAY, 9th June. T. 12,500

N'SAKI, KOBE & YOKOHAMA... SHANGHAI, MOJI & KOBE... Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONG-KONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.				
1st class ...	\$135	\$122	\$108	\$95
2nd class ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI	"LUCHOW"	To-day, at 4 p.m.
SHANGHAI	"LINAN"	7th June, at midnight.
CHINWANGTAO	"ISCHANG"	9th June, at 4 p.m.
MANILA, CEBU & ILOILO	"CHINHUA"	10th June, at 4 p.m.
SHANGHAI	"ANHUI"	12th June, at 4 p.m.
WEIHAIWEI & TIENSIN	"HUICHOW"	14th June, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui" "Chonan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE

Telephone No. 36

Hongkong, 2nd June, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"

CAPT. PANNIER,

Will leave Hongkong for Haiphong direct on THURSDAY, 12th JUNE, at NOON.

For Freight and passage apply to P. THOMAS, Agent.

MESSAGERIES MARITIMES CIE

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	MONDAY 16th June, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 28th May 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamship.	From	Expected on or about	For	Will leave on or about
Tjitaroom	JAVA	1st half June	JAPAN	1st half June
Tjipanas	SHANGHAI	1st half June	JAVA	1st half June
Tjiki	JAVA	1st half June	JAPAN	1st half June
Tjilwong	JAVA	1st half June	SHANGHAI	2nd half June
Tjilatjap	JAVA	2nd half June	JAPAN	2nd half June
Tjibodas	JAVA	1st half July	SHANGHAI	1st half July
Tjimanok	JAVA	2nd half July	JAPAN	2nd half July
Tjimah	JAVA	2nd half July	JAPAN	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	June 17.
S.S. "Tenyo Maru"	22,000	E. Bent	June 21.
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12.
S.S. "Chiyo Maru"	22,000	W. W. Greene	Aug. 17.

The S.S. Nippon Maru will be despatched for San Francisco via Manila, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu on Tuesday the 17th June at noon.

These steamers are equipped with Turbine Engines and Triple Sorews.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Steamers	Tons	Date of Sailing
Kiyo Maru	17,200	Tuesday, August 5, at Noon
Buyo Maru	10,500	Saturday, October 4, at Noon
Anyo Maru	18,500	Wednesday Dec. 3, Noon

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	17,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also Mails, 11,000 tons, China, 10,000 tons, and Pan Am, 9,000 tons.			

From Hongkong sailing at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more by this route with its unrivalled speed, than by any other route.

For a return ticket to London the cost is less than for the INTERMEDIATE SERVICE via San Francisco via Japan and Honolulu the cost is less than for the DIRECT SERVICE via San Francisco.

SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service.

Steamers: Mongolia 27,000 Tons Starting June 11, at 5 p.m. Persia 9,000 July 1, at 3 p.m.

Passenger holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive	Leave	Due
Hongkong.	Manila.	Manila.	Hongkong.
July 1 PERSIA	July 3	June 21 PERSIA	June 23
July 8 KOREA	July 10	July 19 CHINA	July 21
		July 10 MANCHURIA	July 29

* Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU

King's Building (opp. Blake Pier). O. H. RITTNER, Acting Agent. Telephone No. 141

Hongkong, 28th January, 1913. Through Service via San Francisco to Europe.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
HAITAN	J. S. Roach	FRIDAY, 6th June, at 11 a.m.
HAIYANG	A. E. Hodgins	TUESDAY, 10th June, at 11 a.m.
HAICHING	W. C. Passmore	FRIDAY, 13th June, at 11 a.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
HAIMUN	J. W. Evans	MONDAY, 9th June, at 11 a.m.
HAIMUN	J. W. Evans	WED, 11th June at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

LOG BOOK.

Silk Delivery.

The cargo of raw silk shipped on board the s.s. Ernest Simons which left this port on the 22nd April 1913, was delivered at New York on the 1st June, 1913.

Delay in Quarantine at Yokohama.

The Japan Shipowners' Association has applied to the authorities to increase the number of officials in charge of quarantine duty, it being urged that considerable time is lost by vessels "held up" at the Quarantine Station awaiting medical inspection. The authorities are said to be investigating the matter.—Exchange.

Bills of Lading Case.

At Liverpool last month a singular case affecting bills of lading was brought forward. Charles Ernest Irwin was charged with attempting to obtain a bill of lading by false pretences and with intent to defraud from Percy Fred Jackson, clerk employed by the Ocean Steam Ship Company (Messrs A. Holt and Co.). Mr A. Hyslop Maxwell, for Alfred Holt and Co., the prosecutors, explained that action was brought under section 88 of the Larceny Act, 1901. He should also ask for the commitment of the prisoner under section 90 of the same act for intending to defraud a person by including the Ocean Company to execute a bill of lading known to the steamship company to be false. Irwin, he stated, was employed by Wingate and Johnston, of Liverpool, who acted as forwarding agents for the shippers of goods to China and served, amongst other companies, the Ocean Steam Ship line. It was the prisoner's duty when a railway note came from the consignor describing the quantity of goods to take it in hand and do the necessary work in connection with the shipment. The consignor in this case was Walker and Co., of Bradford, who wished to send goods to China by the steamer "Idomeneus." The charge was calculated according to weight and in relation to cubic foot measurements. Messrs. Walker's railway note showed that the goods weighed 71 cwt., and the weight given on Walker's invoice was practically the same. If the goods were under a certain weight they were shipped at the light measurement rate. It was alleged that the prisoner when making up the weights for the bill of lading, instead of putting down the full weight had put down only 51 cwt., so as to bring the goods within the cheaper rate. Suspicion being aroused, the steamship company demanded the weights from the invoice and the railway notes. At that time the bill of lading in question had not actually been signed. When the prisoner called at the office of the steamship company and was asked why the bill of lading had been kept back, his reply was that "everyone else is doing the same," and he added that it had been going on for years. With that reply the company's representative went to Wingate and Johnston's and obtained the shipping notes for previous transactions. Mr. Allan saw the prisoner and Wingate and Johnston's manager, who said it had been a very serious matter and had been hanging over him very much, and that it was entirely in Irwin's hands. It was not suggested, said Mr. Maxwell, that the prisoner put anything into his own pocket by the falsification, but simply did it to secure the goods being shipped through his employers. The prosecution did not suggest that Messrs. Wingate and Johnston had any cognisance of the matter. Evidence was given and the case adjourned.

The Shire Line Service.

The report of the Royal Mail Steam Packet Company states that an extension of the Shire line service to the Far East has been arranged, under which certain steamers of the line will proceed from China and Japan across the Pacific to ports on the West Coast of North America. This will place the company directly in touch with a part of the world where considerable development may be looked for and to meet the demands of the trade, arrangements have been made with Messrs. Workman, Clark and Co. for the construction of two vessels of large carrying capacity, with the latest improvements for economy in working.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On
SANDAKAN.....MAUSANG... Saturday, 7th June, at noon.
MANILA.....LOONGSANG... Saturday, 7th June, at 2 p.m.
KOBE.....FAUSANG... Monday, 9th June, at noon.
TIENSIN.....CHIPSHING... Tuesday, 10th June, at noon.
S'PORE, Penang & C'outta. **KUTSANG**... Tuesday, 10th June, at 2 p.m.
S'PORE, Penang & C'outta. **KUTSANG**... Thursday, 12th June, at 2 p.m.
MANILA.....YUENSANG... Saturday, 14th June, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Ching" and "Kwongsang" and "Hongsang" will call at Swatow on the way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to **JARDINE, MATHESON & CO., LD.**

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamship Date of Sailing
LONDON & ANTWERP.....FLINTSHIRE... About 20th July.
".....MONMOUTHSHIRE... 1st August.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VANCOUVER.....HARPAGUS... 29th June.
& SEATTLE.....VESTALIA... 17th July.

Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**

AGENTS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON. EASTWARD.

The S.S. "ITOLA," 5257 tons gross, Capt. W. W. Tucker, will be despatched for YOKOHAMA, KOBE & MOJI on the 12th June at daylight, taking cargo and passengers at current rates.

For Freight and Passage, apply to **JARDINE, MATHESON & CO., LTD.**

AGENTS.

Telephone No. 215. Hongkong, 31st May, 1913.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

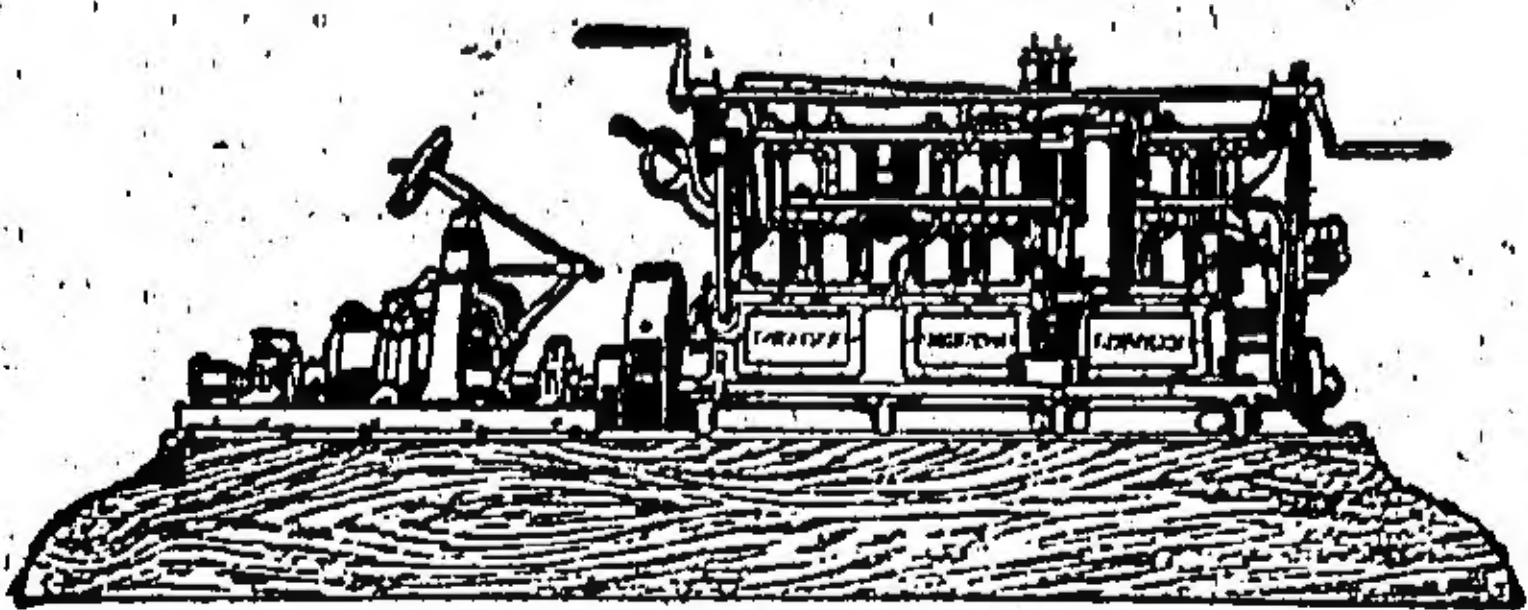
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6. type Motor and Reverse Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telephone Address—"TAIKOODOCK."

TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London via Usual Ports of Call	Assaye	P. & O. Co.	7 June
London and Antwerp	Flintshire	J. M. & Co.	20 July
do do	Monmouthshire	J. M. & Co.	1 August
London & Antwerp via Singapore, &c.	Sumatra	P. & O. Co.	11 June, about
Havre, Hamburg & Bremen	Segovia	H. A. L.	17 June
Marseilles &c.	Paul Leont	M. M. Co.	17 June
do do	Armand Behic	M. M. Co.	1 July
do do	Atlantique	M. M. Co.	15 July
do do	Ernest Simons	M. M. Co.	29 July
Marseilles & Hamburg, &c.	Sanbia	H. A. L.	12 June
Marseilles, London and Antwerp	Glenturret	S. T. & Co.	9 June
Marseilles, Havre and Hamburg	Furst Bulow	H. A. L.	23 June
Rotterdam, Hamburg & Antwerp	Brasilia	H. A. L.	2 July
Marseilles, Rotterdam and Hamburg	Almark	H. A. L.	2 July
Havre & Hamburg	Goldenfels	H. A. L.	18 July
Marseilles, London and Antwerp	Kamo Maru	N. Y. K.	14 June
do do do	Aki Maru	N. Y. K.	18 June
Rotterdam and Hamburg	Alesia	H. A. L.	11 June
Trieste via Singapore, Penang, Colombo, &c.	Africa	S. W. & Co.	13 June
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila	Goeben	M. & Co.	11 June

New York, San Francisco and Canada.

Boston and New York	Jeserie	Bank Line	7 June
Mexican, Peruvian and Chili Ports via Japan	Kiyo Maru	T. K. K.	5 August
San Francisco, etc.	Nippon Maru	T. K. K.	17 June
do do	Tenyo Maru	T. K. K.	24 June
New York	Saint Patrick	D. & Co. Ltd.	13 June about
San Francisco via Japan	Nile	P. M. Co.	3 July
San, Francisco via Shanghai and Japan, &c.	Mongolia	P. M. & Co.	10 June
Capeports via Mauritius	Katanga	Bank Line	23 June
Victoria, Vancouver, B.C., Seattle	Harpagus	J. M. & Co.	29 June, about
Vancouver via Japan	E. of India	O. P. R. Co.	7 June
Victoria, B.C., & Seattle via Shanghai, &c.	Tacoma Maru	O. S. K.	12 June
Victoria, B.C., & Tacoma via Keelung, &c.	Panama Maru	O. S. K.	25 June
Vancouver via Shanghai, Japan, &c.	Montesle	O. P. R. Co.	21 June
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	17 July
Vancouver, Portland, &c.	O. F. Laeisz	H. A. L.	20 June

Australia.

Australian Ports via Manila	St. Albans	G. L. & Co.	21 June
do do	Prinz Waldemar	M. & Co.	14 June
do do	Changaha	B. & S.	16 June
do do	Aldenharn	G. L. & Co.	8 June
do do	Eastern	G. L. & Co.	19 July

Singapore, Coast Ports and Japan.

Singapore, Penang, & Calcutta	Kutsang	J. M. & Co.	10 June
Batavia, Cheribon, Samarang, &c.	Tjitaroen	J. O. J. L.	Quick despatch
do do do	Tjimahi	J. O. J. L.	Quick despatch
do do do	Tjiliwang	J. O. J. L.	Quick despatch
do do do	Tjimanok	J. O. J. L.	Quick despatch
Japan &c.	Atlantique	M. M. Co.	15 June
do do	Ernest Simons	M. M. Co.	29 June
do do	Amazon	M. M. Co.	13 July
do do	Australien	M. M. Co.	27 July
Tientsin	Chipshing	J. M. & Co.	10 June
Weihaiwei and Tientsin	Huichow	B. & S.	14 June
Kobe & Yokohama	Hakata Maru	N. Y. K.	9 June
do do	Coblentz	M. & Co.	24 June, about
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	23 June, about
Moji, Kobe and Yokkaichi	Indo Maru	O. S. K.	22 June
do do	Itola	J. M. & Co.	12 June
Manila	Loongsang	J. M. & Co.	7 June
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	6 June
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	10 June
do do	Haitan	D. L. & Co.	6 June
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	8 June
Anping and Takao via Swatow and Amoy	Sosho Maru	O. S. K.	11 June
Singapore, Penang, and Calcutta	Torilla	D. S. & Co.	7 June
do do	Suisang	J. M. & Co.	10 June
do do	Kutsang	J. M. & Co.	12 June
Bombay via S'pore Port S'ham, Pen'ge & C'bo	Saigon Maru	O. S. K.	26 June
Shanghai and Japan	Preussen	J. M. & Co.	30 June
do do	Goldenfels	H. A. L.	13 June
do do	O. Ferd Laeisz	H. A. L.	19 June
do do	Silesia	H. A. L.	20 July
do do	Belgravia	H. A. L.	30 July
Shanghai, Moji, Kobe & Yokohama	Kaga Maru	N. Y. K.	5 June
Shanghai, Nagasaki, Kobe and Yokohama	Sardinia	P. & O.	12 June, about
Shanghai, Yokohama, Kobe and Moji	Derfflinger	M. & Co.	11 June, about
Shanghai, Tsingtau, Kobe and Yokohama	Canton	A. N. & Co.	7 June, about
do do	Tillatlap	J. O. J. L.	Quick despatch
do do	Tibodas	J. O. J. L.	Quick despatch
Shanghai	Tikini	J. O. J. L.	Quick despatch
do do	Linan	B. & S.	7 June
do do	Anhui	B. & S.	12 June
Kudat and Sandakan	Koerber	S. W. & Co.	28 June
	Borneo	M. & Co.	End of June

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For Vessels.

Foochow, Haitan.
 Macao, Sui Tai.
 Japan, Dilwara.
 Philippines, Zafiro.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From Vessels.

Shanghai, Nippon Maru.
 Shanghai, Assaye.

AMERICAN MAIL.

The T. K. K. s.s. Chiyo Maru left Kobe for Shimidzu and Yokohama on the 4th inst. and is due in San Francisco on the 23rd inst.

The T. K. K. s.s. Nippon Maru left Shanghai for Hongkong on the 3rd inst. and is due here on the 6th inst.

The T. K. K. s.s. Tenyo Maru leaves Kobe for Hongkong on the 6th inst. and is due here on the 17th inst.

The T. K. K. s.s. Shinyo Maru leaves San Francisco for Hongkong on the 7th inst. and is due in Hongkong on the 8th July.

The T. K. K. s.s. Hongkong Maru left Hongkong for Yokohama via Moji and Nagasaki on the 4th inst. and is due at Moji on the 10th inst.

The P. M. s.s. Mongolia, will be despatched from this port at 1 o'clock p.m. on Tuesday, June 10, 1913, for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Russia left Yokohama on the 29th ult. at 6 p.m., due to arrive at Vancouver on the 7th inst.

GERMAN MAIL.

The I. G. M. s.s. Derfflinger, carrying the German Mails with dates from Berlin 14th ult., left Colombo on 31st ult. and may be expected here on or about 11th inst.

MERCHANT STEAMERS.

The S. E. A. s.s. Canton left Port Said on the 12th ult. and may be expected here on the 7th inst.

The S. E. A. s.s. Ceylon left Antwerp on the 13th ult. and may be expected here on the 20th inst.

The American and Manchurian Line s.s. Swazi passed the Suez Canal on the 6th ult. for Hongkong direct.

The T. K. K. s.s. Anyo Maru leaves Yokohama for Honolulu (Hawaii) and South America Ports on the 20th June.

The T. K. K. s.s. Kiyo Maru arrives at Honolulu from Manzanillo on the 11th inst. and is due in Hongkong on the 20th July.

The T. K. K. s.s. Buyo Maru leaves Callao for Arica on the 6th inst. and is due at Iquique on the 12th inst.

The Bank Line s.s. Boverio from Tacoma arrived at Yokohama on May 30th and is due at Hongkong on the 10th inst.

The I. C. S. N. s.s. Fausang from Calcutta is due at Hongkong on the 10th inst.

The I. C. S. N. s.s. Fooksang from Calcutta is due at Hongkong on the 8th inst.

The I. C. S. N. s.s. Laisang from Calcutta is due at Hongkong on the 13th inst.

The S. L. s.s. Monmouthshire from London is due at Hongkong on the 17th inst.

The S. L. s.s. Harpagus from Portland is due at Hongkong on the 12th inst.

The S. L. s.s. Vestalia from London is due at Hongkong on the 30th inst.

The I. L. s.s. Indraghiri from New York is due at Hongkong about the 20th inst.

The B. I. s.s. Itola from Rangoon is due at Hongkong on the 11th inst.

The A. & O. L. s.s. Jeserie left Keelung on Wednesday the 4th inst. and is due to arrive here on the morning of the 6th inst.

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VESSELS IN PORT.

Steamers.

Chow Tai, Ger. s.s., 1,115, E. Gathemann, 30th May—Bangkok 22nd May, Rice, M. & Co.

Dilwara, Br. s.s., 3,462, Ranage, 1st June—Singapore 27th May, Gen.—D. S. & Co.

Empress of India, Br. s.s., 3,032, A. Hailey, 29th May—Vancouver 7th May, Gen.—C. P. R. Co.

Haitan, Br. s.s., 1,133, Roach, 4th June—Foochow, Amoy and Swatow 3rd June, Gen.—D. L. & Co.

Hakuto Maru, Jap. s.s., 2,436, K. Nishikawa, 30th May—Keelung 27th May, Coal.—D. & Co.

Halvard, Nor. s.s., 1,036, Andersen, 30th May—Bangkok via Holbow 29th May, Rice.—Ohino-Siam S. N. Co.

Hue, Fr. s.s., 651, Corneliussen, 5th May—Mauchau, Bal-last.—A. R. Maruy.

Hupei, Br. s.s., 1,228, Tucker, 1st June—Saigon 28th May, Rice.—B. & S.

Ichang, Br. s.s., 1,228, Shane, 3rd June—Chingwantao 28th May, Coal.—B. & S.

Kumohow, Br. s.s., 1,450, Martin, 29th May—Saigon 28th May, Rice.—Chinese.

Kwongsang, Br. s.s., 1,425, Birchard, 4th June—Canton 3rd June, Gen.—J. M. & Co.

Loongsang, Br. s.s., 1,033, Leask, 3rd June—Manila 31st May, Gen.—J. M. & Co.

THE AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

|--|

HOTEL LISTS.

Hongkong Hotel.
 Aaron, J. M. Kruseman, A.
 Barberini, E. T. Kruttschmitt,
 Barretto, A. M. Mrs. Herman
 Bate, E. R. Lloyd, G. T.
 Biermann, A. Lobb, Dr. E. L.
 Brighell, Mr. & Mrs.
 Mrs. Macdonald, D.
 Brown, R. MacIntyre, Mr. and Mrs. Neil
 Bolillos, Mrs. E. R. Martin, G.
 Bona, G. A. Matheson, Miss
 Beynon, Capt. R. T.
 C. R. McKean, Dr. G.
 Cambridge, A. J. W.
 Claxton, A. A. McKonny, Dr.
 Cowen, Mrs. W. F. C. W. & Mrs.
 Corfield, G. H. Mehta, B. K.
 Davis, U. J. Mei, J. J.
 Dertano, Mr. & Mrs. Moulder, A. B.
 Derr, J. Mulder, J. D. F.
 Derr, J. O'Leary, Miss
 Derr, J. G.
 Derr, J. G. Ormiston, J.
 Derr, J. G. Pinnock, A. J.
 Derr, J. G. Pipes, Miss
 Derr, J. G. Prescott, J. E.
 Derr, J. G. Ray, E. H.
 Derr, J. G. Reay, Miss F.
 Derr, J. G. Robins, C. F.
 Derr, J. G. Schwenke, R.
 Derr, J. G. Scott, Mr. and Mrs. Jobb
 Derr, J. G. Scratton, H.
 Derr, J. G. Sibley, J. C.
 Derr, J. G. Singer, E. T.
 Derr, J. G. Smith, Mr. and Mrs. E.
 Derr, J. G. Sorby, V.
 Derr, J. G. Sutherland, P. D.
 Derr, J. G. Spiro, S.
 Derr, J. G. Square, Miss.
 Derr, J. G. Tapp, J. R.
 Derr, J. G. Walther, Dr.
 Derr, J. G. Waterman, Mr. and Mrs. E. J.
 Derr, J. G. Watkins, C. E.
 Derr, J. G. Weaver, S.
 Derr, J. G. Webb, Mr. and Mrs. B.
 Derr, J. G. Weidner, W. E.
 Derr, J. G. Werner, W.
 Derr, J. G. Werschansky, S.
 Derr, J. G. White, F. W.
 Derr, J. G. White, B. P.
 Derr, J. G. Whittaker, Mr. & Mrs. J. O.
 Derr, J. G. Wood, G. G.
 Derr, J. G. Yeatell, S. P.
 Craigieburn.
 Caldwell, Mr. McQuig, J.
 Caldwell, Miss Reynaud, Ma.
 Carpenter, Mr. dame & mon.
 Carr, Mr. and Mrs. G.
 Cornell, W. A. Smith, E. G.
 Kydd, Mr. and Mrs. G.
 Galbraith, V. Wood, E. M.
 M.
 Grand Hotel.
 Alberg, K. Mayr, Mr. and Mrs.
 Boggs, D. Mrs.
 Bonetta, Miss V. Merlin, L.
 Boucheosky, Mr. Meyer, N.
 Bradmann, S. Miller, F.
 Brill, Dr. Moller
 Crew, Mr. and Mrs. Moonan, J.
 Grant, G. Mulvey, E. C.
 Franck, G. Rohlig, Mr.
 Fridley, G. Mrs. & Miss
 Haden, F. Schmidt
 Karkatzky, Mrs. Stephan, Miss
 & Miss Thomas, Mr. & Mrs.
 Key, Dr. M. S. A.
 Kuhl, Watkins, G.
 Lorria, Weissmann, G.
 Lenoir, Miss F. Wills, E.
 J.

Consignee

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

"S.S. MONGOLIA."

FROM SAN FRANCISCO, JAPAN PORTS AND SHANGHAI.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their bills of lading for counter signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining undelivered Tuesday the 3rd inst., at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered Monday June 10th, 1913 at noon will, in addition to landing charges, be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown SATURDAY 7th June, 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S. S. Co.

All claims must be filed on or before July 2nd, 1913, otherwise they will not be recognized.

O. H. RITTER,
 Acting Agent
 Hongkong, 31st May, 1913. [340]

Cons'gnees

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHUN-SANG."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 2nd June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

General Assn gets.

Hongkong, 31st May, 1913. [399]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"SWAZI."

Captain H. J. Abbey, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 9th inst., at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN TOMES & CO.

Hongkong, 2nd June, 1913. [399]

"MOGUL" LINE OF STEAMERS.

THE Steamship

"ERROLL."

From GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Hongkong, 3rd June, 1913. [396]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From LEITH, MIDDLESBRO LONDON AND STRAITS.

S.S. "BENCLETOH."

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Hongkong, 4th June, 1913. [343]

To Sail

AMERICAN AND ORIENTAL LINE.

(ANDREW WEIR & Co.)

FOR BOSTON & NEW YORK.

THE Steamship

"JESERIO"

Captain R. White, will be despatched for the above ports on 7th, June 1913.

For freight and further information apply to

THE BANK LINE Limited

Hongkong, 29th May, 1913. [389]

FOR KOBE AND MOJI.

THE Steamship

"DILWARA."

Capt. G. N. Ramge, R.N.R., will be despatched for the above ports on Friday, the 6th June, at 3 p.m.

The steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tours to Japan (occupying 20 days).

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co's Steamers. Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.

Hongkong, 4th June, 1913. [385]

GLEN LINE (McGREGOR, GOW & CO., LTD.)

FOR MARSEILLES, LONDON & ANTWERP.

THE Steamship

"GLEN TURRET."

Capt. R. Webster, will be despatched for the above ports on 5th June, 1913.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 23rd April, 1913. [397]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Madras and Mauritius).

THE Steamship

"TORILLA."

Capt. C. J. Swanson, R.N.R., will be despatched for the above ports on Saturday, the 7th June, at 1 p.m.

For Freight or Passage apply to

DAVID SASSOON & CO., LD.

Hongkong, 30th May, 1913. [397]

Regular Steamship Service

With Liberty to call at the Malabar Coast.

Proposed Sailing From Hongkong.

FOR NEW YORK.

S.S. "SAINT PATRICK" on or about 15th June.

For Freight and further information, apply to

DODWELL & CO., LTD.

Hongkong, 31st May, 1913. [399]

Notices

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERY,

PR-VISION & COAL

MERCHANTS

Hongkong, 23rd May, 1913.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO

General Managers.

Hongkong, 16th August, 1901. [3]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 1st May, 1911.

Sore Throat?

—Then Try Formamint.



Sore Throat is so common in this climate that never to suffer from it, even during the worst season of the year, would be an unique experience for most people. Yet this can easily be accomplished, as an eminent physician has proved.

"I have never had a Sore Throat myself since I began to use Formamint Tablets," he writes in the "Practitioner."

For December, 1907, "although I suffered periodically before." Everyone who uses Formamint may enjoy the same immunity, not merely from Sore Throat, but also from Tonsillitis, and those grave infectious diseases like Diphtheria, Consumption, Scarlet Fever, Measles, Mumps, etc., many of which invariably begin with Sore Throat.

All such diseases are contracted through inhaling germs, which breed rapidly in the mouth and throat. A Formamint Tablet, dissolved in the mouth, instantly destroys these germs.

WULFING'S Formamint

THE GERM-KILLING THROAT TABLET

PROF. SEIFERT, M.D., writes: "Formamint Tablets have answered excellently in Sore Throat, and are splendidly adapted as a preventive of infectious disease."

SIGNOR CARUSO, the world-famous tenor, writes: "I have found Wulfin's Formamint Tablets very beneficial to the throat and pleasant to the taste."

THE BISHOP OF BATH AND WELLS writes: "Wulfin's Formamint is a remedy and preventive, the value of which is appreciated in this house."

Although Formamint Tablets are pleasantly flavoured and quite harmless, they contain a powerful antiseptic which goes thoroughly over the lining of the mouth and throat, and is absolutely fatal to germ life. Therefore, they not only cure and prevent Sore Throat, but offer safe protection against infectious diseases.

These claims are thoroughly endorsed by the Medical Profession; there are thousands of testimonials written in the same strain as the three quoted above; and amongst the most prominent users of Formamint are such celebrated people as Queen Alexandra's confidential secretary, the Hon. Charlotte Knollys; the ex-Prime Minister of Great Britain, the Rt. Hon. Arthur J. Balfour, M.P.; Lord Kingsale; Lord Justice Buckley; Sir Gilbert Parker, M.P.; the Archdeacon of Bristol, and the Dowager Countess of Wicklow, etc.

Harmful and worthless tablets, with names very similar to Formamint, are frequently offered for sale. Refuse these and insist on Wulfin's Formamint, which is sold at all Chemists, in bottles of 50 tablets.

FREE HANDBOOK.

A. Wulfin & Co., 6, Klukiang Road, Shanghai.

Please send me a copy of "Hints on Sore Throat," gratis and post free.

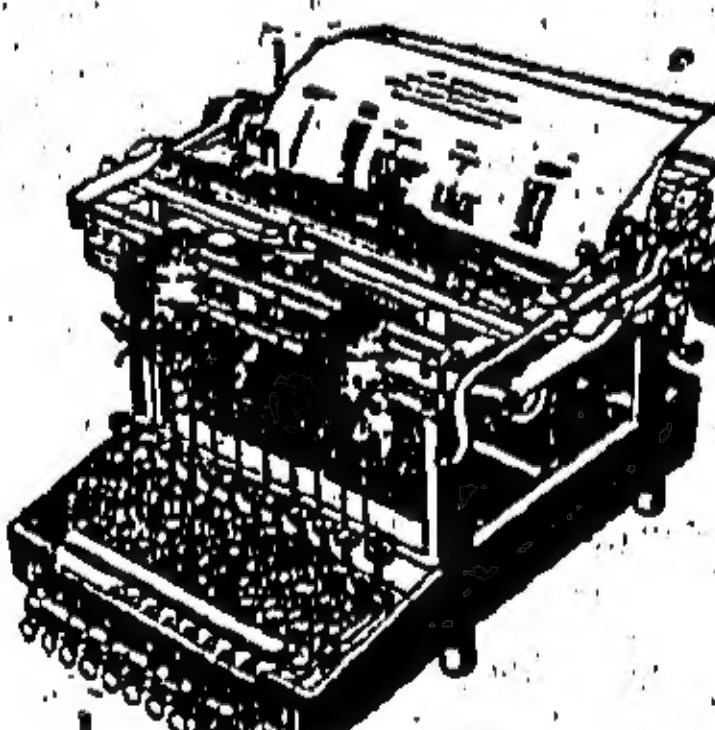
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Address.....

F.23/76.

Notice

THE REMINGTON TYPEWRITER



WE know of no better argument to convince you of the superiority of the Remington Typewriter than to allow it to place one in your Office in order that you may compare it in every way with any other typewriter.

No argument we can think of, is as convincing as the Machine itself.

Will you test one free for one week?

If so, when please?

If you want to write ordinary letters, ask for MODEL 10.

If it is for tabulator work, ask for MODEL 11.

If you want to Add and Subtract as well as write, ask for the Remington Wahl.

N.B.—Please write, and return of post will bring you free of charge an illustrated booklet "Remington Method Typewriter Instruction," containing 42 full pages of typewriting machine.

SIEMSEN & CO.

Sole Agents for

HONGKONG, CANTON.

SOUTH CHINA and FORMOSA.

Notices

OUR DRESS MAKING

DEPARTMENT

IS TO SATISFY THE

Often Expressed Wishes of

Our Customers.

COME NOW

EXPRESS YOUR WISHES

WE FULFIL THEM.

Fit, Style, Comfort, Value are

Our Distinguishing Features. We

Combine.

SMART APPEARANCE WITH

GOOD SERVICE.

NO DOUBT YOU WANT BOTH

MOTHERS, BRING

YOUR CHILDREN

We Have Just The Right Things

to Suit Them.

Seen our Manila Blouses?

WHY THEN LOOK IN.

AMERICAN CORSET STORE.

KOMOR and KOMOR'S

Alexandra Building.

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from HIRSH'S CURE, and every postmaster is familiar with the story.

SALES FOR 40 YEARS.

Sold in this by all Chemists and Stores throughout the Country.

Beware of Imitations.

HIRSH'S CURE for ASTHMA

Notice



Direct from the Looms to your Home



CONSULT our Catalogue. Full of new ideas, showing in Pictures how to drap ordinary or modern windows. All kinds of CURTAINS, CURTAIN MATERIALS, MAINS, LADIES' and GENTS' UNDERWEAR, HATS and SHIRTS, COSTUMES, LINGERIE, CLOTHING and FURNITURE.

Peach's

LARGE FREE CATALOGUE OF CURTAINS

TABLE LINEN PARCEL 22/-
 Postage Paid.
 1 Heavy Double Damask All Linen Table Cloth, choice design, size about 2 by 2 yds.
 1 Linen Serviette to match Cloth, 24 ins. sq.
 1 Durum & White Irish Damask Table Cloth, Ribbon Shiraz Design, size 18 yds. sq.
 1 Cotton Damask Table Cloth, 60 ins. sq.
 1 Kitchen Table Cloth, Half Bleached, 60 ins. sq.
 1 Irish Embroidered Tea Cloth, 32 ins. sq.
 1 Emb. Tray Cloth, 1 Emb. Table Centre
 All goods ready to hand. Marvellous value.
 Be sure write now for Catalogue.
 S. PEACH & SONS, Box 588, The Looms, Nottingham, England

RECORD CURTAIN PARCEL

Postage Paid.

Contains 5 pairs beautiful Curtains namely:—

1 pair All same Rich Old Lace Design 5 yds. long, 60 ins. wide.

1 pair Good Quality Exquisite Lingerie Design, most successful style, long, 60 ins. wide.

Either parcel delivered POST FREE at above prices. Great Bargain for the money. POST FREE.

CHINA'S LANGUAGE.

China will have to start on a kind of standardisation of her language, as we started, seriously, in the 14th century says a Home paper. It isn't only a matter of words and grammar: more important still are pronunciation and pronunciation. Our English dialects are probably as diverse as any. Put a Cornish miner and a Northumberland miner together for the first time and each would only have a faint glimmering of the meaning of the other's speech. What would the Cornishman think of "What mak' o' yan is she?" He would express the same meaning in "What be her like, then?" The ordinary English, of course, is "What's she like?" I have known a Londoner, fresh to the fine Dorset dialect, completely bewildered by a farm labourer's talk; he could only get a glint of meaning here and there.

Pidgin-English has long been the Esperanto of China. Mr. Arthur Dacey tells, for instance, how he heard a man from Canton and a native of Tientsin resort to it as the only possible medium for mutual understanding. But another device for Chinese Parliament occurs. Why not write the speeches instead of speaking them? Not only are the written characters the same throughout China, but they are almost identical in China, Japan and Korea, however widely the spoken words differ. Business men in these countries who could not converse can communicate easily by letter, and in the Chinese War, Japanese and others could always make Chinese natives, understand their wants by scratching the characters in snow or sand with their bayonets.

taken out of her, and attempts were made to tow the vessel off. About 5.30 a.m. on the 19th the Melpomene succeeded in towing the vessel off the reef into deep water. Divers from the Melpomene then overhauled the Domira, and temporary repairs, enabling the pumps to keep the water under, were effected, and on the 21st the Melpomene and Domira left for Havana, where they arrived on May 24. The value of the Domira was £17,000. The learned President in the course of his judgment said that the salvage services were rendered by the commander, officers, and crew of his Majesty's ship Melpomene, and they had been authorized by the Admiralty to take these proceedings. It did not often happen that a claim was made by a State-owned vessel, and it appeared from what Mr. Bateson said that a quarter of a century had passed since there was a case—the Cargo ex Ulysses (13 P.D., 205). It was clear that no remuneration could be given in respect of the value of the salving cruiser. She belonged to the State and the State made no claim. Certain other services—such as supplying water—were obviously services which any of His Majesty's ships would be bound to render. His Lordship had to ask himself what was the fair remuneration for the work done by the commander, officers, and crew outside their ordinary duties. He thought he was entitled to take into account that the commander was running some risk of incurring possible disapproval with the Admiralty. For instance, supposing that in performing the services damage was occasioned to the Melpomene, the Admiralty might call upon him to explain his conduct, and then certain disagreeable consequences might follow. The work done, as was to be expected, was done readily, efficiently, and skillfully. There had been great risk of total loss, and the services of the commander, officers, and crew entitled them to a considerable award. He awarded £2,500.

The Japan in Quarantine. One case of small-pox was reported by Capt. Seddon, of the Japan, when he arrived at Singapore from the North with 2,300 coolies on board. The vessel was put into quarantine and the necessary steps taken to prevent the spread of the disease.

COMMERCIAL.

Philippine Mangoes for Hongkong.

During the month of May just closed P20,034 worth of mangoes were exported from the Philippines, 99 per cent of which went to Hongkong. While P20,000 is a very small portion of the total value of exports of the Philippines for one month it is something unprecedented for mangoes and would seem to indicate that a flourishing foreign trade could be worked up for this most delightful of fruits. During former years the total value of mangoes exported for the whole season averaged approximately P6,000—Exchange.

F. M. S. Rubber Exports. 1,626,255 tons of rubber were exported from the F. M. S. during April.

COMMERCIAL

Tata Iron Foundry.

The "Asahi" reports that the Tata iron foundry in India, conducted by Messrs. Tata & Sons, recently sent samples of iron produced at the foundry to Middelebury for chemical analysis and examination. The result of the examination was very satisfactory, and Messrs. Tata were given a certificate to the effect that the quality of the iron was superior to the value of over 14 shillings, as compared with the Cleveland iron, which is taken as the standard.

Pig iron imported into Japan, continues the Osaka Journal, is for the most part Cleveland iron. Last year, however, the Mitsui Bussan Kaisha signed a contract with Messrs. Tata & Sons for importing Indian iron. This year the Tokyo firm has contracted for the importation of this iron to the amount of over 30,000 tons. The Japanese being accustomed to using Cleveland iron, the demand for Indian iron still remains small, but the price is low in comparison with the good quality, and the Mitsui Bussan Kaisha is making every effort to extend the market of Indian pig iron in Japan.

Saigon Rice Market.
In their monthly circular, dated the 24th instant, Messrs. Wm. C. Hale and Co. report as follows on the Saigon Rice Market. Our market closes steady with reluctant sellers. The tonnage quotations stand as follows: 23-24 cents to Hongkong; 34-35 cents to Java; 36-37 cents to the Philippines; 37-38 cents to Japan, and 24-25 cents to Singapore. The export of white and cargo rice and paddy to Singapore from April 6 to May 7 1913 amounted to 10,890 tons, and were carried by the steamers "Amiral Nielly," "Tai Wan," "Bourbon," "Peleus," "Toosui," "Kampot," "Hailan," and "Guadiana." The total export to Singapore previous to the 6th April was 30,726 tons, and since then 10,986 tons or a grand total of 41,712 tons.

Singapore Exchange.
May 27, 1913.
On London—Bank 4 m/s 2/4.5-16
Demand — 2/4.1-16
Private 6 m/s 2/4.3-4
3 m/s 2/4.15-32
On Germany—Bank d/d 238.1-2
Private 3 m/s 243.1-2
On France—Bank d/d 204
Private 3 m/s 209.1-2
On India—Bank T.T. 174.1-4
Private 30 d/s 175.3-4
On Hongkong—Bank d/d 13.7-8
Private 33 d/s 14.7-8
On Shanghai—Bank d/d 85.1-8
Private 33 d/s 88.1-8
On Java—Bank T.T. 140.1-2
Private 30 d/s 142.1-2
On Japan—Bank d/d 114.3-4
Sovereigns—buying rate \$8.54
India Council Bills last issue ... 1/4-1-32
India Council T.T. last issue ... 1/4-1-16
Discount 8ms. 3.5-8
Bank of England rate ... 4 1/2 p.c.
Bar silver in London 27.13-18

Singapore Produce.
May 27, 1913.
Gambier buyers ... \$7274
do (Cube No. 1) unpecked 13.00
Copa Sundried ... 12.10
do Mixed ... 11.90
Pepper, Black buyers 20.20
do White 5 per cent. 35.00
Sago Flour Sarawak ... 3.60
do Brunei No. 1 ... non.
Pearl Sago ... 4.30
Coffee Bali ... 31.00
Coffee Palembang 10 per cent. basis ... 30.00
Tapioca, small flake ... 6.20
do small pearl ... 5.25
do med. pearl ... 5.25
Tin 200 tons ... 108.70
Opium, China ... 3,100
do Straits ... 1,750
Rice, Rangoon White ... 175
Rice, Siam No. 1 ... 240
do No. 2 ... 210
Petroleum.
Devco's Imp. Brilliant Oil (2 tins) ... 3.60
Sylvan Arrow Oil (2 tins) 3.25
Fish Brand (2 tins in case at 3.15)
Oil (2 tins) at 3.15
Lamp Glass (2 tins in case at 3.15)
(superfine) 2 tins at 3.05
Langkat's (2 tins in case at 3.05)
Dragon Brand (2 tins) at 2.95
Bulk Oil per drum of 4 galls ... at 2.55
Crown Oil (3 tins) at 2.75
Turpene per tin 4 gallons at 2.60

Entertainments

VICTORIA THEATRE.

9.15 Programme. 9.15

THE NEW COMIC FILMS
"THE FIRST OF APRIL"
"SANDY'S KILT."

THE NEW SENTIMENTAL FILM
"LIGHTED CANDLE"
THE GRAND DRAMATIC FILM
"IN THE ABYSS"

in 2 parts. (Length 2,500 ft.)

Miss NORA MOORE

in Classical Songs.

THE NEW DRAMATIC FILM
"QUEEN OF CARMARGUE"
ON SATURDAY 7th JUNE.

LOOK OUT FOR THE GRAND FILM

"THE MERRY WIDOW."

CAUSEWAY BAY.
HIPPODROME CIRCUS
AND MENAGERIE.
AGAIN TO-NIGHT
AGAIN TO-NIGHT AT 9.15

Matinees Wed., & Sat., at 4 p.m.
For full particulars see our daily Hand Bills

COL. BOB LOVE,
Touring Manager.

Public Auction.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 9th day of June, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

Lot No.	Area (Approximate)	Annual Rent (Approximate)	Upset Price
1	1.0000	100.00	100.00
2	1.0000	100.00	100.00
3	1.0000	100.00	100.00
4	1.0000	100.00	100.00
5	1.0000	100.00	100.00
6	1.0000	100.00	100.00
7	1.0000	100.00	100.00
8	1.0000	100.00	100.00
9	1.0000	100.00	100.00
10	1.0000	100.00	100.00

Public Companies

INDO-CHINA STEAM NAVIGATION CO., LTD.

DIVIDEND Warrants dated London 14th April 1913, may be had on application at the Offices of the undersigned.

JARDINE, MATHESON & CO., LTD.
General Managers.
Hongkong, 2nd June, 1913. [353]

MARTIN'S
APOL & STEEL
PILLS
A French Remedy for all irregularities of the Menstrual System, and for all the ailments which arise from its disordered action. It is a purely vegetable preparation, and is perfectly safe for all ages. It is sold in all the principal chemists and druggists. Price 2/6 per box. Post free 3/0. Sole Importers, Messrs. J. & W. GOSWELL, Ltd., 10, Abchurch Lane, London, E.C. 4.

Notices

BIJOU.

NOTICE.

The Bijou Theatre will be CLOSED TEMPORARILY FOR THE PURPOSE OF UNDERGOING A THOROUGH RENOVATION

All the latest appliances will be fitted and the premises are being made up-to-date.

The BIJOU will be re-opened shortly under NEW MANAGEMENT R. F. BARRATT, Manager.

LESSONS IN CHINESE.

MR LI BON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write care of "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor Hongkong, 20th Jan. 1913 [19]

KELLY & WALSH, LTD.

An Invaluable Work of Reference
THE CHINA YEAR BOOK 1913.
7s.50

New Edition
THE TRADE & ADMINISTRATION OF CHINA.
By H. B. Morse 6s.00

Send For Our List of 1,000 COLONIAL NOVELS REDUCED from 1s.75 to 60 cents.

KELLY & WALSH LTD.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the GYMNASIUM on WEDNESDAY, the 11th June, 1913 at 5.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1912.

F. LAMBERT,
Hon. Secretary.
Hongkong, 4th June, 1913. [344]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—10, Abchurch Lane, E.C. 4.

BRANCHES:—

Bombay Calcutta Canton Cebu Colon Hongkong Hankow

Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

Capital and Reserve \$10,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per centum, or for shorter periods, at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1912

THE

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port (Arthur), San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st Mar., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22]

Notices

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up £1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 19th March, 1908 [32]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 8.00 A.M. EVERY 15 MIN.

8.00 A.M. to 10.00 A.M. " 10 MIN.

10.00 A.M. to 11.00 A.M. " 10 MIN.

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NIGHT CARS at 7.00 P.M. to 11.00 P.M. every 15 min.

SUNDAYS.

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LOCAL SPORT.

BILLIARDS.

The Drollette Cup. The penultimate stage in the billiard competition for the Drollette Cup, at the European Y.M.C.A., has been reached and Messrs. Longstaff plus 10 and Watson minus 70 will meet in the final.

The results of the semi-finals are:—
Longstaff plus 10, beat R. O. Barlow minus 200; 250-227.
Watson minus 70 beat Leach minus 100; 250-249.

LAWN TENNIS.

In their postponed League match against the Chinese Recreation Club yesterday, Kwloon just managed to secure the verdict, winning by 51 games to 48.

AN AMUSING STORY

Sergeants' Mess Etiquette at Tientsin.

An amusing story reaches "Truth" from Tientsin. The sergeant-major of the 2nd Battalion Somersetshire Light Infantry, wishing to oblige the regimental Free Foresters' Society, of which he is president, without asking the committee of the sergeants' mess, lent the mess linen to the society for a dinner they were giving. The members of the mess resented this breach of sergeants' mess etiquette—not by censuring the sergeant-major, lest he might give them a bad time afterwards—but by fining the Chinese waiter who took the linen out of the mess without obtaining the committee's sanction. Not to be outdone by this manoeuvre, the sergeant-major, with considerable presence of mind, voted for the resolution which fined the waiter, and then paid the fine out of the Foresters' funds. This saved his own face and dished the malcontents, who thought they had caught the sergeant-major in a trap from which there was no exit.

HIPPODROME CIRCUS.

Byssack's deservedly popular Hippodrome Circus attracted big crowds at both performances yesterday. The matinee was a great success and the children, who attended in large numbers, spent a most happy time. Amongst the adults present were Commodore and Mrs. Anstruther. There is to be another matinee performance on Saturday.

Despite the fact that rain fell last night, there was no diminution in the attendance, at the huge match, where everybody was secure against the elements. The performance was of a high-class order, and all the turns were much appreciated, especially the work of the equestrianes, the trick cyclist and the two extraordinarily funny clowns. Domp-teur Urban gave another striking turn with his trained lions, and altogether the whole show was of the tip-top order.

Wild Elephants in the F.M.S. Preparations are being made to trap the herd of wild elephants which caused much damage to rubber plantations in the Sungai Siput district recently. The "Times of Malaya" states that as the result of an interview between Mr H. B. Ellerton, the D. O. of Kuala Kangsar, and several of the prominent planters of Sungai Siput the Government are going to take steps at once to trap the elephants, and to this end are prepared to spend \$2,000 on the making of a "Kheddah," which is the Indian method of capturing elephants alive.

NOTICES

CANTON INSURANCE OFFICE LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Canton Insurance Office Limited will be held at the Offices of the General Agents of that Company No. 16, Pedder Street, Victoria in the Colony of Hongkong, on Wednesday the 11th day of June 1913 at noon when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of May 1913 will be submitted for confirmation as Special Resolutions:—

- (1) "That the draft new Articles be approved."
- (2) "That the new Articles already approved by this meeting which have for the purpose of identification been subscribed by the Chairman of the Company and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

JARDINE, MATHESON & CO., LTD.
General Agents,
CANTON INSURANCE OFFICE LTD.

GLYCOGEN
IMMEDIATE RESULTS. Guaranteed. Harms. Valuable in all cases of Atrophy, Wasting and other forms of Nervous Debility, as it restores, develops and strengthens by the continued application of an invigorating salt (Glyco-Balm) with the aid of our celebrated Glycogen Water (palatable). Either preparation is \$1.00 gold—(large box). Three boxes \$2.00 gold. One application alone proves our statement in every case.

E. G. GLYCO SALES CO.
Lyabrook, N.Y. (U.S.A.)

SILIMPON COAL BUNKERS

can be supplied at cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

MAILS VIA SIBERIA.

London Shanghai
May 17 June 2

MAILS DUE.

Siberian, Assaye, 6th inst.
American, Nippon-maru, 6th inst.

The Assaye is expected to arrive here on Friday the 6th inst. with the London mail (via Siberia) of Wednesday 14th and Saturday 17th May.

The Nippon Maru with the American Mail is expected to arrive here to-morrow at 6 p.m.

MAILS CLOSE.

Saigon—Per Onsang, 6th June, 9 a.m.

Swatow, Amoy and Foochow—Per Haitan, 6th June, 10 a.m.

Chinwantao—Per Onsang, 6th June, 11 a.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjipanas, 6th June, 1 p.m.

Macao—Per Sui Tai, 6th June, 1.15 p.m.

Japan via Kobe—Per Dilwara, 6th June, 2 p.m.

Philippine Islands—Per Zafiro, 6th June, 3 p.m.

Sandakan—Per Maussang, 7th June, 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, 6th June, at 5 p.m.—Per Assaye, 7th June, 11 a.m.

Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of India, 7th June, 11 a.m.

Straits and India via Calcutta—Per Torilla, 7th June, noon.

Philippine Islands—Per Loongsang, 7th June, 1 p.m.

Macao—Per Sui Tai, 7th June, 1.15.

Shanghai and North China (Europe via Siberia)—Per Lianan, 7th June, 5 p.m.

Swatow, Amoy and Formosa via Tamsui—Per Daijinn, 8th June, 9 a.m.

Swatow—Per Haimun, 9th June, 10 a.m.

Japan via Kobe—Per Fausang, 9th June, 11 a.m.

Semarang and Sourabaya—Per Halvard, 9th June, 11 a.m.

Chinwantao—Per Ichang, 9th June, 3 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 10th June, 10 a.m.

Tientsin—Per Chipshing, 10th June, 10 a.m.

Straits and India via Calcutta—Per Suisang, 10th June, 1 p.m.

Philippine Islands—Per Chinhua, 10th June, 3 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Naples—Per Goeben, 11th June, 9 a.m.

Swatow—Per Haimun, 11th June, 10 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, Honolulu, United States and South America (Europe via Siberia)—Per Mongolia, 11th June, 4 p.m.

Formosa via Keelung, Japan via Moji, Victoria and Tacoma—Per Tacoma-maru, 12th June, noon.

Straits and India via Calcutta—Per Kutsang, 12th June, 1 p.m.

Shanghai and North China—Per Anhui, 12th June, 3 p.m.

Swatow, Amoy and Foochow—Per Haiching, 13th June, 10 a.m.

Philippine Islands, Maronn, Yap, Fred, Wilhelmshafen, Rabaul, Horbathone, Matupi, Australia, Tasmania and New Zealand via Brisbane—Per Prinz Waldemar, 14th June, 8 a.m.

Philippine Islands—Per Yuen-sang, 14th June, 1 p.m.

Weihaiwei and Tientsin—Per Huichow, 14th June, 3 p.m.

SHIPPING NEWS.

ARRIVED.

Daijin Maru, Jap. s.s., 800, Nagum, 4th June—Swatow, 3rd June, Gen.—O. S. K.

Kaifong, Br. s.s., 1,040, Sidford, 4th June—Hoikow 3rd June, Cattle.—B. & S.

Laertes, Br. s.s., 1,370, O. Wawn, 4th June—Saigon 31st May, Gen.—Wo Fat Sing.

Marie, Ger. s.s., 2,000, Daudler, 4th June—Guaymas 1st May, Ballast.—J. & Co.

Zafiro, Am. s.s., 1,408, McMurray, 4th June—Manila 31st May, Sugar.—S. T. & Co.

Onsang, Br. s.s., 1,748, Picknell, 4th June—Canton, 3rd Ballast.—J. M. & Co.

Benledi, Br. s.s., 2,353, Tongh, 5th June—Moji 9th May, Coal.—G. L. & Co.

Devawongse, Br. s.s., 1,047, O. Shearer, 5th June—Saigon 1st June, Rice.—A. Bune.

Sabine Rickmers, Dutch s.s., 573, Jagt, 5th June—Yokohama 28th May, Bulk oil.—A. P. Co.

Misumi Maru, Jap. s.s., 1,704, Mchikoshi, 5th June—Kwangyen 2nd June, Stone.—A. Bune.

CLEARANCES AT THE HARBOUR OFFICE.

June 4.

Sabine Rickmers, for Foochow, Arcadia, for Shanghai.

Erroll, for Yokohama, Eiger, for Newchwang.

June 5.

Tooshin, for Haiphong, Kamor, for Bangkok.

Kaifong, for Haiphong, Telemachus, for Saigon.

Luchow, for Shanghai, Chihli, for Saigon.

Chunsang, for Kobe, Aldenham, for Sydney.

DEPARTED.

June 5.

Rajah, for Sandakan, Hanol, for Haiphong.

African Monarch, for Kobe, Toosui, for Hongay.

Kaga-maru, for Yokohama, Mathilde, for Canton.

Kyodo-maru, for Newchwang, Rokkusan-maru, for Canton.

Bendeleuch, for Nagasaki, Arcadia, for Shanghai.

Chunsang, for Kobe, Aldenham, for Philippine Islands.

Chihli, for Saigon, Eiger, for Saigon.

Kamor, for Siam.

PASSENGERS ARRIVED.

Per s.s. Zafiro, arrived 4th inst., from Manila:—

Hastings, T. Peak, Dr. and Perkins, E. A. Mrs. L. B.

PASSENGERS DEPARTED.

Per s.s. Kamo Maru, sailed on 4th inst., for London, &c.:—

Akuzawa, N. McMillar, Mrs. Akuzawa, Mrs. Muroto, Mrs. Akuzawa, Miss Newton, Master, Agaw, T.

Bevan, Mr. and Paul, D. R. Mrs. Patriotic, Alie.

Boegli, Miss L. Newton, Mrs. F. Brown, Dr. M.

Chung Bing Ng Sham, Mrs. Chapple, Mrs. Ravin, Miss de Curtis, A. H. Seaton, W. N. Carr, R. M. Squair, Mrs. A. C.

Dent, D. M. Desnouce, Mr. & Salvesen; Miss Mrs. E. A.

Desnouce, Mas. Suzuki, I. ter. Sammon, Major.

Drude, R. E. N. Sullivan, O. Geddle Stanbury, Major & Mrs.

Hirobe, T. Samsing Haneda, F. Takida, D. Hunter, T. Takahashi, Mr. Ito, K. Kennedy, J. R. and Mrs. Kennedy, Mr. & Tano, Mrs. T. Todd, J. B.

Lawrence, Mr. Waide, F. de V. & Mrs. Walford, Mr. & Mrs. G. Lawrence, Miss Mrs. G. Ladga, Miss G. Water, Miss Li Tsze-kwong.

SHIPS PASSED THE CANAL.

London, 6th May.

The following vessels have passed the Canal:—Sunda, Schwarzbarg.

London, 9th May:

Arrivals from China:—Ambria. The following vessels have passed the Canal:—Antenor, Kitano Maru, Armand Behic, Koerber, Peleus, Prinzess Alice.

London, 13th May.

Arrivals from China:—Atholl, Ningchow.

The following vessels have passed the Canal:—Canton, Inverclyde, Kaga Maru, Theseus, Baron Cawdor, Baron Minto.

TIDE TABLE.

2nd June to 8th June, 1913.

Day	High Water	Low Water	Mean Time
Mon.	5.15	1.15	6.15
Tues.	5.15	1.15	6.15
Wed.	5.15	1.15	6.15
Thurs.	5.15	1.15	6.15
Fri.	5.15	1.15	6.15
Satur.	5.15	1.15	6.15
Sund.	5.15	1.15	6.15

METEOROLOGICAL.

Previous	Day On	Date On	Date
Barometer	29.79	29.76	29.74
Temperature	87	81	86
Humidity	63	85	64
Wind	Direction	SW	SW
Force	1	3	3
Weather	c	c	b
Rain	—	—	—
Highest open air Temperature on the 2nd	—	—	—
Lowest	—	—	—
H.K. Observatory, 4th June, 1913.	—	—	—
T. F. Claxton, Director.	—	—	—

OYSTERS, Fresh, Fried or Stewed.

Finest Haddock, Apples &c.

ALEXANDRA CAFE.

in supplying a first-class.

WEATHER REPORT.

On the 5th at 12.44.—The northern depression has passed to the east of Japan and a second depression has formed over S.W. Japan. A secondary shallow depression lies to the south of the Yangtze Valley.

Pressure is inclined to give way over Formosa, and the Philippines. It has increased slightly over Tongking.

Variable winds and squally weather may be expected along the east coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1 Hongkong and Neighbourhood. W. winds, moderate; cloudy, some rain.

2 Formosa Channel. S.W. winds, fresh, squally.

3 South coast of China between H.K. and Lamooks. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.

5th June, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
W'atsook	7 a	29.84	36	90	—	0 b	—
Nemuro	6 a	29.55	—	—	—	—	—
Hakodate	"	29.75	—	—	—	—	—
Kochi	"	29.73	—	—	—	—	—
Kobe	"	29.60	—	—	—	—	—
Nagasaki	"	29.56	—	—	—	—	—
K'shima	"	29.55	—	—	—	—	—
Oshima	"	29.67	—	—	—	—	—
Naha	"	29.71	—	—	—	—	—
Ishijima	"	29.68	—	—	—	—	—
Bonin Is.	"	29.81	—	—	—	—	—
Chefoo	"	29.64	89	—	—	—	—
Whaiwei	"	29.64	89	—	—	—	—
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.66	83	—	—	—	—
Gutzlaff	"	29.66	83	—	—	—	—
Sharp P.	7 a	29.63	78	—	—	—	—
Amoy	5 a	29.69	78	86	—	—	—
Swatow	"	—	—	—	—	—	—
Taihou	"	29.65	—	—	—	—	—
Taihu	"	29.71	—	—	—	—	—
Tainan	"	29.75	—	—	—	—	—
Koshun	"	29.74	—	—	—	—	—
P'dores	"	29.75	—	—	—	—	—
Canton	9 a	29.68	80	88	—	—	—
H'kong	6 a	29.68	80	88	—	—	—
Gap Rock	"	29.66	—	—	—	—	—
Macao	"	29.67	79	—	—	—	—
Wuchow	9 a	29.75	77	82	—	—	—
Pakhoi	"	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Phulien	6 a	29.67	75	—	—	—	—
Tourane	"	29.75	79	—	—	—	—
C. St. J.	"	29.83	77	—	—	—	—
Aparr	"	29.77	79	—	—	—	—
Manila	"	29.81	79	—	—	—	—
Legaspi	"	29.80	79	—	—	—	—
Iloilo	9 a	29.83	85	—	—	—	—
Bacolod	"	—	—	—	—	—	—
Cebu	"	—	—	—	—	—	—
Labuan	"	29.83	83	—	—	—	—

T. F. Claxton, Director.

Hongkong, Observatory, June, 2.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q equally